



Transportation Improvement Board
June 25-26, 2009 – Spokane, Washington
Location: Downtown Oxford Suites
115 W. North River Drive
Spokane, WA 99201
(509) 353-9000

June 25, 2009
WORK SESSION AGENDA

WORK SESSION			Page
2:00 pm	A. Project Updates from Local Agencies	Greg Armstrong Dave Mandyke Steve Worley Doug Ross	
	1. Spokane		
	2. Spokane Valley		
	3. Medical Lake		
	<i>Project & Program Issues</i>		
2:30 pm	B. Project Inventory Reduction	Steve Gorcester	34
3:30 pm	C. Delayed Projects Report	Steve Gorcester	37
4:00 pm	D. Redmond/Kirkland RJT SR-908: Preliminary Analysis	Greg Armstrong	40
	<i>General Matters</i>		
4:30 pm	E. Bylaw Revisions	Eileen Bushman	47

Dinner on your own



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June 26, 2009 – 9:00 am
BOARD AGENDA

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6.	ADJOURNMENT	

**Transportation Improvement Board
March 27, 2009
Lakeway Inn and Conference Center
Bellingham, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiburger
Secretary Paula Hammond
Mayor James Irish
Ms. Doreen Marchione
Councilmember Neil McClure

Mr. Dick McKinley
Mr. Dave Nelson
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Jay Weber
Mr. Ralph Wessels
Commissioner Mike Wilson

TIB STAFF

Steve Gorcester
Greg Armstrong
Rhonda Reinke/recorder
Theresa Anderson
Vaughn Nelson

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman
Ms. Jill Satran
Mr. Steve Thomsen

CALL TO ORDER

Chair Burbidge called the meeting to order at 9:03 am.

GENERAL MATTERS

A. Approval of January 23, 2009 Minutes

MOTION: It was moved by Councilmember McClure with a second from Commissioner Partch to approve the minutes of the January 23, 2009 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically noted letters from agencies regarding the possibility of funding cuts. There was ongoing communication with some of the agencies and the customers understood TIB's position given these tough economic times. Steve also mentioned the article in *The Columbian* about the hotly debated Salmon Creek project and a recent article about the Riverside Drive groundbreaking posted in *Wenatchee World*.

Chair Burbidge directed the Board to the *Government Technology* article, listing Steve Gorcester as one of the top 25 technology leaders in the country.

NON-ACTION ITEMS

- A. Chair's Report** – Chair Burbidge took this opportunity to remind Board members that they were not allowed to participate in the discussion regarding projects in their jurisdictional area.

- B. Executive Director's Report** – Steve Gorcester reported on the following items:

Stimulus Funding for Local Projects – A list of local projects selected to receive stimulus money was distributed. A panel with representatives from TIB, WSDOT, WSAC, AWC, WPPA, and TTPO reviewed and selected the projects from recommendations by the MPOs and countywide groups. Steve Gorcester chaired the panel with Board members Kathleen Davis representing WSDOT and Dick McKinley representing AWC. The projects selected have been authorized to proceed and need to be obligated by July 1, 2009.

Legislative Update

- **HB 1000** – This bill transfers jurisdiction of CR-397 from Benton County to WSDOT. It has passed the House and is currently in the Senate.

- **SB 5028** – This bill transfers the Route Jurisdiction Transfer process from TIB to the Transportation Commission. It has passed the Senate and is in House Rules.
- **SHB 2010** – This bill would require the PWB, CERB, and TIB to consider whether applicants have adopted policies to reduce greenhouse gas emissions. If policies have not been adopted, the respective boards must consider whether the projects under review are consistent with state goals for greenhouse gas emissions and reduced vehicle miles traveled. This bill passed the House and had a public hearing in the Senate Ways and Means Committee on March 23.
- **SHB 2249** – This bill requires cities in King County to commence annexations by January 1, 2012 to continue receiving funds from TIB's Transportation Improvement Account. TIB would be forced to not pay agencies for current projects.

Message to Customers – A draft message for customers was distributed to Board members for their comment. The message would go out to all TIB customers letting them know of the expected loss of revenue, the Board's decision to cut or suspend many delayed projects, to stop project increases, and to temporarily suspend the small city federal match. Some wording changes were suggested by the Board. The revised message will be sent out in the next week.

Recent TIB Project Events

- City of Wenatchee – Riverside Drive groundbreaking
- City of Yelm – Coates Avenue ribbon cutting

C. Financial Report

During the March 26 work session, Theresa Anderson reported lower than normal fund balances of \$1.2 million in TIA and \$1.6 million in UATA. The Revenue Forecast Comparison slide showed a drop of about \$10 million in Fiscal Year 2009 from what was projected in the 2005 baseline revenue forecast. The "Payment Requests vs. Revenue" slide showed greater than average payments being made during the second half of 2008, mainly due to corridor completion projects in Newcastle and Walla Walla.

D. Project Activity Report

Greg Armstrong reported that the total TIB obligation is down by about \$9 million. This is mostly due to the withdrawal of three projects, East Wenatchee Kentucky Avenue (\$1.6 million), Seattle 51st Avenue South (\$1.7 million), and Seattle Aurora Avenue North (\$4.6 million). Federal Way had lower than expected bids on the South 356th Street project, and was able to return \$1.3 million. In addition to the three withdrawn projects, there were 23 projects closed out, 11 projects were awarded bids, 20 are in design, and 20 are under construction.

During this reporting period, there was a total decrease in TIB obligations of \$9,260,761.

ACTION ITEMS

- A. Project Cut List** – During the Thursday work session, Steve explained the loss of revenue, about \$7 million in the last six months. Because of the uncertainty of future forecasts, a project cut list was developed. The list was comprised of delayed projects and placed into three groups, depending on stage of delay and the local agency's potential to complete the project.

The Board was asked to review the list and make any changes to the policies that defined the three categories – retain/review project, place the project in contingency, or cut the project.

After a lengthy discussion and clarification of the project groupings and policy definitions, the Board took the following actions:

MOTION: It was moved by Ms. Stamm with a second from Commissioner Partch to approve the proposed action to the projects listed in Group 1. Proposed actions include cutting Port Orchard Tremont Street, Kitsap County Bethel Road, Snoqualmie SR-202, Spokane Monroe/Lincoln Connector, Pierce County (Pacific) Stewart Road right of way acquisition and SR-167 to Valentine; review at the June Board meeting Pierce County (Pacific) Stewart Road signal construction at Stewart and Valentine. Discussion ensued regarding other projects slated to be cut, but not listed in Group 1.

AMENDMENT: It was moved by Ms. Stamm with a second from Commissioner Partch to shift Whatcom County Yew Street Road from Group 3 to Group 1 on the cut list. The amendment carried with Councilmember Crawford abstaining.

AMENDED MOTION: It was moved by Ms. Stamm with a second from Commissioner Partch to approve cutting Port Orchard Tremont Street, Kitsap County Bethel Road, Snoqualmie SR-202, Spokane Monroe/Lincoln Connector, Pierce County (Pacific) Stewart Road right of way acquisition and SR-167 to Valentine, Whatcom County Yew Street Road; review at the June Board meeting Pierce County (Pacific) Stewart Road signal construction at Stewart and Valentine. Motion carried with Mr. Weber opposed.

Two other motions were made. One to separate the policy from the project cut list and one to add to the policy language under the "Contingency" category to include design and right of way stipulations. Both motions were withdrawn.

During the discussion, Whatcom County Public Works Director, Mr. Frank Abart, stated that the Whatcom County Yew Street Road project was not as high of a priority now as it was six to eight months ago and that completing the entire corridor was not in the foreseeable future.

Ms. Davis requested that the staff add a "Source of Funds" column to the potential project cut list and bring that revised list to the June meeting.

- B. Federal Match Suspension** – Since 1993, TIB has provided funding for the local match portion of federally funded small city projects. Rather than have this match be an automatic funding source, staff recommended that the Board suspend the small city match program and let small city agencies know that they could apply for match funding on eligible projects during a regular grant cycle. Concerns were voiced by Commissioner Partch and Mr. Freiburger that small cities may not be able to move a project forward without the match, and that perhaps limitations could be placed on the match. It was suggested by other Board members that a WAC rule needs to be developed regarding this issue. The language would need to include match flexibility. It was noted that once the revenue turns around, the federal match program could be reinstated.

MOTION: It was moved by Mr. McKinley with a second from Mr. Wessels to approve temporarily suspending the small city federal match program. Motion carried with nine yeas and seven nays.

- C. November 2009 Program Call** – With the economic downturn and low revenue projections, TIB does not have the fiscal capacity to open a call for projects this year.

MOTION: It was moved by Councilmember McClure with a second from Mr. Weber to approve a "no call" for projects for November 2009. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for June 25-26, 2009 in Spokane. Meeting notices will be sent out on June 5, 2009.

ADJOURNMENT

The meeting adjourned at 11:35 am.

Seattle to Spend \$17M More on Mobility

JOCsailings | Mar 27, 2009 4:23PM GMT
The Journal of Commerce Online - News Story
Ports/Terminals | Maritime | United States

Port commission authorizes funds for East Marginal Way Project

From [JOCsailings](#)

On March 24, Port of Seattle commissioners voted to invest an additional \$17.2 million in the East Marginal Way grade separation project, a freight mobility improvement in South Seattle. This action brings to the port's total investment to \$18.8 million.

"For the Port to move more cargo and create more jobs, we must have a transportation system that can handle the growth," said Commission President Bill Bryant. "This investment demonstrates the Port's ongoing commitment to an efficient transportation system in Washington state."

Improvements to East Marginal Way are part of a broader effort to improve freight mobility in the area. The larger plan includes improvements to the Spokane Street corridor and the eventual replacement of the Alaskan Way Viaduct. The East Marginal Way grade separation project would improve access between port terminals, Union Pacific and BNSF rail yards, local manufacturers, and distribution warehouses.

Other funding sources for the \$50 million project include federal grants, the Transportation Improvement Board, the Freight Mobility Strategic Investment Board (FMSIB), and contributions from the City of Seattle and rail partners. Delays to the project have resulted in significant increased costs; the port's additional investment closes the existing funding gap and allows the project to proceed.

sustainable shipping

Maersk leaving Tacoma for Seattle
16th April 2009 08:45 GMT

The world's largest box carrier **Maersk Line** is returning to the **Port of Seattle's** Terminal 18 this spring, 24 years after having left it for nearby **Tacoma**, reports said.

Maersk Line is also simultaneously moving calls from the **Port of Los Angeles** to Seattle.

An official statement attributed the move from Los Angeles to "potential congestion" in the Californian port.

Maersk will be calling at Seattle via an alliance with the world's third largest box carrier, French major **CMA-CGM**.

The weekly service, consisting of 13 ships with seven run by Maersk, is slated to call at **Singapore, Hong Kong, Yantian, Shanghai** and **Busan** starting May 14.

One local report said the new service comes "as a relief for the Port of Seattle, where cargo throughput went down 25% year-on-year last month."

Portworld reported late 2007 that **Mitsui O.S.K. Lines Ltd. (MOL)** had decided to move its calls to the **Port of Tacoma**.

The move was especially 'painful' for Seattle since the Japanese carrier has been calling there ever since the first container facilities came up in the late 1960s.

The departure of MOL meant another major player was moving from Seattle to Tacoma, following **K Line** and **NYK Line (Nippon Yusen Kaisha)** for which the Port of Tacoma was building a dedicated \$300 million terminal. (See story links)

The move was also a blow for **APL Ltd.** which owns **Eagle Marine Services Ltd.**, the operator of Seattle's Terminal 5 where MOL's weekly container ships called.

Reports quoted sources saying that MOL had grown 'frustrated' waiting for APL to expand Terminal 5 with additional berths and new handling equipment like cranes.

According to Herald Ugles, president of the longshore workers' union - Local 19, the departure is taking place primarily because **Washington United Terminals**, the Tacoma facility MOL is moving to, had undercut Eagle Marine's rates.

It was not all gloom for Seattle however, with its port president John Creighton reportedly hinting at the arrival of two new major players after 2008 and officials promising to follow through on expansion plans for terminals 5, 18 and 30 to accommodate booming Asian freight.

In addition to Maersk's return to terminal 18 with the new Asian service in alliance with CMA-CGM, **China Shipping Container Lines Co. Ltd (CSCL)** signed a 30-year deal last year Seattle, bucking the trend of major carriers leaving for Tacoma.

Both Creighton and Seattle's new port chief Tay Yoshitani have accused Tacoma of "stealing its customers", but Tacoma's port commission president Dick Marzano rebutted by saying that it was better for carriers like MOL and NYK to relocate within Puget Sound than to leave its waters entirely.



Seattle expanding its port facilities

Coates Road dedicated

By Megan Hansen

Nisqually Valley News

Despite looming rain clouds and freezing wind, the City of Yelm celebrated the completion of the Coates Road project with an official ribbon cutting Tuesday.

The project is part of the Y4 connector project, which already connects 103rd Avenue, West Street and Stevens Street.

Because of the road's proximity to Yelm

Middle School, the city had some encroachment issues, said project manager Stephanie Ray.

Yelm Community Schools worked with the city to address the issues.

At about \$1.13 million, the project came out under budget.

The City of Yelm contributed about

See **COATES**, page A7



Photo by Megan Hansen

Ron Harding, right, and Steve Gorcester from the state transportation improvement board cut the ribbon the grand opening.

COATES: Project complete

Continued from page A1

\$600,000 to the project.

That money came from transportation facility charges, said Mayor Ron Harding.

\$540,000 of the project was funded by the Washington State Transportation Improvement Board through the state gas tax.

Future phases could include connectors from Coates Road to Killion Road and Killion Road to Mt. View Road.

OBSERVER



Tanks for the Memories

Gasoline taxes are one last inefficient relic of 1950s car culture.

The gas tax is, as you may have heard, about to run out of gas. It's not hard to see why this is happening. Motorists pay the tax based on the number of gallons they have purchased, not by the distance they travel. The more fuel-efficient cars become, the worse the levy functions as a revenue source. "For years, it worked pretty well because we had all these vehicles that all got about the same lousy mileage," says Richard Little, an expert on public finance and infrastructure at the University of Southern California. "Someone driving a hybrid at 50 miles per gallon may be good for the environment, but they're not really paying for the mileage."

The idea of taxing mileage instead of fuel is kicking around quite a number of jurisdictions these days, including the federal government, where Transportation Secretary Ray LaHood floated it recently before getting shot down (for now) by President Obama's advisers in the White House. But in the states, things are starting to happen. Oregon ran a successful pilot a couple of years ago in the Portland area, charging a little more than a penny per mile in place of the usual 24 cents per gallon. Governor Ted

Kulongoski proposes ramping up the experiment, and put a \$10 million request for it in his latest budget. At least a dozen other states are studying the issue.

There are more than a few kinks to work out before the mileage tax can become a common source of revenue. One of them involves privacy; many citizens say they are uncomfortable with the idea of having the government track their movements. Bernie Lieder, who chairs the Transportation Finance Committee in the Minnesota House of Representatives, disagrees with the privacy criticism and argues that this "big boogeyman" should be done away with once and for all. In his view, clocking mileage when people pull up to the pump is no more intrusive than knowing how much gas they've bought.

For now, taxing gallons of gasoline will remain the primary revenue source for transportation. But USC's Little predicts that eventually a tax based on the Oregon model is "where we're going to be. It's not going to be two years and it's not going to be five years, but within 10 years, we're going to start seeing some fairly widespread rollouts."

Salmon Creek bypass dealt a new setback

Project competing for funding with Mill Plain interchange

By Michael Andersen

Columbian staff writer

Salmon Creek has faced one plot twist after another in its quest for a massive \$140 million bypass surgery on its crowded highway interchange.

Last week, county commissioners said they'd found ways to lessen the project's environmental damage, resolving a dispute with the federal National Marine Fisheries Service.

Now, Salmon Creek may have a new problem. It's competing for \$82 million in state money with another Clark County project: the \$92 million interchange for Interstate 205 at Northeast 18th Street, just north of Mill Plain Boulevard.

The state Senate's budget funds the Salmon Creek project, but not the Mill Plain one. The House's budget is just the opposite.

Both projects aim to relieve congestion and allow further development in already-crowded parts of the county that have seen huge growth in the last decade.

The most powerful local voice on the transportation committee said Monday that she doesn't think local legislators can go to bat on the House floor for both projects at once.

"We could get Salmon Creek funded if we all as a bloc said, 'don't fund Mill Plain,'" state Rep. Deb Wallace said.

But Wallace said she's unwilling to give up on the Mill Plain project, which sits at the edge of Cascade Park, the heart of her district.

Bridge to nowhere

If Cascade Park doesn't get \$92 million for the Mill Plain interchange, Wallace said, the big Northeast 112th Avenue project connection now under construction nearby would become a "bridge to nowhere."

Instead of pushing to include the Salmon Creek interchange in the House budget, Wallace said she aims to get both projects included when the House and Senate bills are reconciled.

Rep. Jim Moeller, who sits with Wallace on the state House's Transportation Committee, seemed depressed Monday just after emerging from the committee's discussion.

"It's usually one bite of the apple is how it goes," Moeller said. "You have to make a choice, and no one can get everything they want."

Moeller said he wants all local road projects to be funded. But he said that this year, legislators have a responsibility to "spread the pain."

The Salmon Creek project sits in the extreme corner of three legislative districts: the north-county 18th District, Moeller's west-Vancouver 49th District and Wallace's central-county 17th District.

The Mill Plain project sits on the border between Moeller's district and Wallace's.

County commissioner surprised

Clark County Commissioner Steve Stuart said he was surprised to hear that Wallace was backing away from a public fight for both projects.

Stuart had spent Thursday in Olympia, lobbying for the Salmon Creek project and other legislation.

If the state retains its \$82 million grant for the Salmon Creek project, work on the project can begin next year and be finished by 2013, he said.

Earlier this year, the county agreed to take out a highly unusual \$18 million loan in order to fully fund the Salmon Creek interchange.

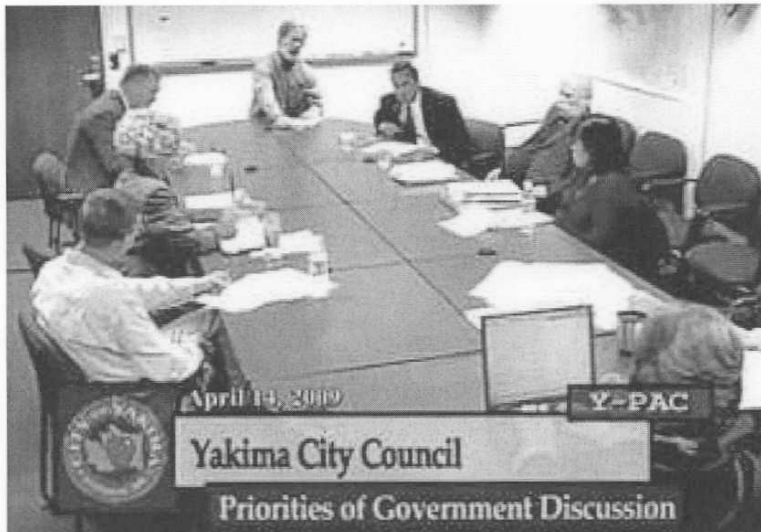
Last week, Stuart's office proudly issued a press release to announce that he and county staff had reached a deal with federal regulators to make the Salmon Creek project possible.

But the same day, the House released its budget, which suspended more than half the funding for Salmon Creek.

Stuart called Wallace's judgment Monday — that both projects couldn't be included in the House budget — "unfortunate."

Neil McClure resigns from Yakima City Council

By CHRIS BRISTOL
YAKIMA HERALD-REPUBLIC



Yakima City council member Neil McClure (top) pushes his city badge away while announcing his resignation from the council on April 14, 2009. Witnesses said McClure got upset during a meeting at City Hall while the council was preparing to adopt a new budgeting model based on the format used by the Yakima County Commission. courtesy YPAC

YAKIMA, Wash. -- Yakima City Councilman Neil McClure resigned suddenly Tuesday morning, and by the end of the day many in City Hall still weren't sure what to make of it.

Council members and City Manager Dick Zais said they were stunned when, during a tense vote on the city budget, McClure announced he was resigning, pulled out his council badge and walked out of the building.

If the resignation sticks, McClure's departure effectively dissolves the voting bloc led by Mayor Dave Edler for the past five years. McClure has been Edler's closest ally on some controversial issues, such as paramedics for the fire department and getting an aquatic center built in Yakima.

The abrupt announcement came in the midst of a vote on whether to change the way the City Council puts together the budget. Councilwoman Kathy Coffey, who has generally voted with Edler and McClure, joined Councilmen Bill Lover, Rick Ensey and Micah Cawley in backing a new approach to budget writing.

Rather than accept detailed budgets developed by the city manager and staff, the council would set priorities and then do its own work with the numbers, setting out what percentage of city money those priorities and services should receive. It's a system used by Yakima County commissioners in setting their budget.

McClure, a member of the council since 2003, told the Yakima Herald-Republic in a telephone interview that his decision to resign was something he's been thinking about for a while, and that he was upset with the philosophical direction the council was taking.

The vote on the budgeting process was the last straw.

"All we're trying to do now is to do Dick's job better, and none of us can," McClure said, referring to Zais. "None of us has that resumé."

McClure said his decision was the outgrowth of simmering frustration with other members of the council who he believes are too ideological.

"I've thought about this," he said. "I'm not a rash person. Anybody that knows me knows I'm the least impulsive person that was ever invented."

McClure, 53, was part of a new slate of candidates, including Edler, who swept onto the council in 2003 in the wake of public anger over the city's handling of the Wal-Mart superstore project in West Valley.

Known as one of the more liberal members of the council, he was easily re-elected in 2007 to represent District 1, an area that covers much of West Valley and some of the city's most affluent neighborhoods.

He is a native of Yakima and owner of a supplemental pollen business that extracts a mix of pollen from flowers to make bees more effective. In recent weeks, he became a grandfather.

McClure had let it be known to some that he was starting to feel burned out by the pressures of work and City Hall, where the council has become increasingly divided along philosophical lines. He had been part of a voting bloc with Edler, Coffey and Norm Johnson for years.

But Johnson left the council in December to serve in the Legislature. His replacement, Sonia Rodriguez, is still learning her way around the job, and the conservative bloc — Ensey, Lover and Cawley — has become increasingly vocal and pushed for change.

Ten days ago, the City Council held a daylong retreat, where members agreed to talk more and be more upfront about their views and political positions. The mayor's weekly briefings with reporters were revamped so each council member can take turns meeting with the media, rather than have Edler take point as council spokesman.

McClure said the council also agreed to study the budgeting format in depth, but when the subject came up Tuesday morning, he said, Ensey moved to adopt the county's budgeting model before the discussion began.

"We decided to study it, as a good council should, make an informed decision, and after three hours of being in other meetings, we just slammed this through," McClure said. "Now I'm afraid to turn my back ... If you can't trust who you're dealing with, that's not a world I want to live in."

In an interview Tuesday night, Ensey said the council had agreed to talk about the new budget process but said that he had been talking with individual council members and that he sensed the majority was ready to move forward.

"If this is what we really think is right, let's push it through," Ensey said. "If I'm guilty of taking initiative, so be it."

McClure's resignation capped an unusually busy morning at City Hall, during which the council also vetted aspects of the failed EMS levy and then killed a proposed curfew ordinance that was politically popular with many residents but deemed ineffective by police.

"This was a big day," Zais noted dryly.

City officials said they could not recall a similar resignation in decades. Council members occasionally resign, but not usually by choice and not usually in the middle of a meeting.

Speculation throughout the day was that McClure might reconsider, especially because of the effect it will have on Edler's political leverage, and it was unclear if a verbal announcement was official enough.

Minutes after McClure walked out of City Hall without explanation, Coffey, Ensey and Lover said they weren't sure if it was legally effective. They said they were inclined to give him a few days to think it over and possibly reconsider returning to the council.

Edler did not return a phone call seeking comment.

Lover later said his initial research indicated that an announcement during an open meeting in public is not only enough but that McClure probably can't take it back, even if the rest of the council were so inclined.

"It's my opinion we have an official vacancy," he said.

Zais said it is unclear whether McClure's verbal decision to quit constitutes a formal or official resignation.

The last time the Yakima City Council had an opening, there was a flood of interested applicants. When Johnson was elected to the state Legislature, more than two dozen applicants jumped at the chance to fill his seat, which ultimately went to Rodriguez in a 4-2 vote over political insider Maureen Adkison.

If McClure's seat opens up, his replacement must live in the same sprawling district and would have to stand for office in November to fill the remainder of McClure's term, which expires in 2011.

Former Councilman Ron Bonlender, who lost his seat to Ensey in 2007, blamed McClure's burnout on Bruce Smith, the publisher of the Yakima Valley Business Times, who has weighed in with his views on city fiscal policy on the Times' editorial page.

"I wish one of those other guys would have resigned," Bonlender said, referring to Ensey, Lover and Cawley.

Paul George, another former council member and fellow Democrat, praised McClure as a pragmatist and wondered aloud what would happen if the council doesn't quickly make an appointment.

"Three-three is no good," he said, asking, "Are we going to have a stalemated government?"

Not too upset about the resignation was Smith, who described McClure as a “liberal moderate” and predicted his replacement would move the council to the right.

“I think you’re going to see a more conservative council,” he said.

- *Material from Yakima Herald-Republic reporter Pat Muir was used in this report.*



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The No. 13 Line

Reauthorization 2009: The Year of Transportation



The No. 13 Line



The Number Thirteen Line is a monthly blog
by Samuel I. Schwartz and Annie Weinstock.

This is our year. Infrastructure is no longer just a word thrown about by policy wonks and engineers. The public, and more importantly politicians, have made public works, especially transportation, a front and center issue. The White House brings a fresh outlook on transportation policy and land use decisions – US Department of Transportation Secretary Ray LaHood has recently announced his “2-foot NM” rule which would require all business trips by US DOT workers of less than two miles to be made on two feet. Already, President Obama’s American Recovery and Reinvestment Act of 2009 (known to most as the Stimulus Package) provided approximately \$46 billion directly to transportation and much of that to green transportation. And, just as we’re beginning to put that money to use, we’re also beginning to launch into high gear on the reauthorization of the Federal Transportation Bill. The reauthorization will provide a longer-term strategy for building up an innovative, sustainable transportation policy.

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU), the current authorization of federal transportation policy included \$287 billion in approved funding and expires on September 30, 2009. We strongly urge legislators to act quickly on reauthorization to avoid further injuring our financially-strapped transportation system. They must also “think big” (say \$500+ million big) and think wisely and efficiently.

The new administration clearly talks a good game when it comes to sustainable transport; reauthorization is the perfect opportunity to “walk the talk.” But, it’s not just a matter of money – transportation investments can be constructive, or destructive, to our nation’s resources. Poor funding decisions can also increase our dependence on foreign oil which affects, in turn, foreign policy. Where and how we spend is key to a sagacious program. In short, we must rely less on cars and trucks and more on rail and bus. We must live closer to where we work and be able to walk, bike or take transit there. We must end our culture of “consuming a gallon of gas to buy a gallon of milk.”

We were pleasantly surprised to find \$8 billion in the stimulus bill for high-speed rail. Reauthorization should quintuple that number to spark at least five and maybe 10 high-speed rail corridors. It should be noted that China is spending over \$1 trillion on high-speed rail, the largest public works project in the world next to President Eisenhower’s Interstate Highway System. Our goal is to make rail between large cities competitive with air travel for short-haul trips of less than 500 miles. This would reduce our carbon footprint and increase efficiency at overloaded airports. The United States rail system should also be strengthened to accommodate a much larger share of freight traffic. Rail is more energy-efficient than trucks and one freight train can potentially remove 200 trucks from the highway system.

Current transportation policy allocates much of its funding to Departments of Transportation (DOTs). But as most DOTs are run at the state, rather than at the city level, the objective of the DOT is generally to efficiently move people between cities. And besides the rail initiatives discussed above, this typically means investment in highway infrastructure. Very few cities actually have their own DOTs. However, approximately 80 percent of Americans currently live in metropolitan areas. Therefore, there should be a much greater emphasis on providing funding for efficiently moving people within cities. But even the city DOTs that do exist are bound within the physical city limits. The new

transportation bill should establish funding and authority at the regional level to ensure that all metropolitan areas modernize across city borders to incorporate the full range of transportation modes. Further, each regional transportation planning entity should be required to establish a clear statement of objectives and be accountable.

Building highways in cities should be the option of last resort. Cities should be offered "highway diet" subsidies to not invest in new roads but rather reduce car use through approaches like congestion pricing and improved transit. Instead of just a few hundred million being offered nation-wide for congestion pricing as done in the recent past, we suggest \$10 billion that would be used to incentivize cities to make major modal shifts away from highways. We suggest this be cost-neutral by reducing highway investment by \$10 billion. (Frankly, as long as it's cost neutral the cap could be way higher).

In terms of public transportation, the reauthorized federal transportation bill should encourage more competition in mode selection. For example, BRT is now competitive with light rail in terms of environmental impacts, speed and capacity at a third the cost. A new "New Starts" program (the federal funding vehicle for many light rail projects) needs to be revamped to reflect the reality of 2010 technologies.

Finally, U.S. Secretary of Transportation Ray LaHood and Secretary of Housing and Urban Development, Shaun Donovan, have already been in discussions over possible linkages between transportation and housing policies. This could include locating affordable housing near public transportation, connecting existing housing communities with transit services, or building shorter street blocks to facilitate walking. We believe that there should be provisions in the new bill to encourage such links.

The 2009 reauthorization of the existing transportation bill should recognize the importance of sustainable transportation both within and between the country's metropolitan areas. It should provide funding and authority to regional transportation planning entities with a focus on changing existing modal splits. Our reliance on the interstate highway system for short-haul passenger or freight trips needs to change. We should shift our mid-haul trips from air to rail. Within urban areas we need to expand the use of BRT for high-quality mass transit. We must understand both that transportation affects where we live and work and that where we live and work affects transportation. Overall, we must reduce driver-only travel, curtail our reliance on foreign oil, and change our day-to-day behavior. Only a multi-agency approach can achieve a multi-modal society.

Tags: [Gridlock Sam](#), [Ray LaHood](#), [The No. 13 Line](#), [Transportation](#)

★★★★★ (2 votes)

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Tremont Street Project Gets Slightly More Expensive

Kitsap Sun

Tremont Street Project Gets Slightly More Expensive

By Chris Henry

Wednesday, April 22, 2009

PORT ORCHARD —

The price tag for the city of Port Orchard's Tremont Street widening project has gone up again.

Planning for the project, which is designed to improve traffic flow and provide an attractive "gateway" to the city, began in 2005 and should have been finished by now. But the process has been slowed by changes to the design and funding issues.

A representative of an engineering firm working on the project's design told the City Council on Tuesday that it will take an additional \$228,237 just to get the project "shovel-ready."

Original estimates placed the cost at around \$9 million. A year ago, when Mark Dorsey took over as the city's public works director, he recalculated the cost to between \$14 to \$15 million.

Then in January, the city lost \$1.7 million in state transportation funding due to state budget cuts. The project was not deemed ready for construction, and funding from the Washington State Transportation Improvement Board was withdrawn as part of that agency's belt-tightening.

And on Tuesday at City Hall, Bob Fernandes of BergerABAM Engineers asked the City Council for a little more.

Fernandes said his company needs more because the project has grown in scope since the Federal Way company began working on the design in 2005.

"Some things are around years after they're supposed to be done. It was supposed to be a simple widening project, and it just grew," he said.

The city's current contract with BergerABAM totals \$738,125. The new contract with BergerABAM would be for \$966,362. The council will consider the new contract at a later meeting.

BergerABAM has absorbed \$71,451 of the additional cost, Fernandes said.

The city's primary source of funding for the design is federal transportation dollars administered by the state with a local match.

Dorsey told the council that the project, as he inherited it, had "some fatal flaws."

"I know a lot of this is sticker shock and frustration," he told the council. "But I honestly feel if you'd had the design in May, you'd have a Gig Harbor situation."

Dorsey was talking about roundabouts that access the Costco shopping complex in Gig Harbor that have been criticized as being too small and confusing to some drivers.

Roundabouts once proposed for intersections at Pottery Avenue and South Kitsap Boulevard were controversial. South Kitsap Fire and Rescue officials last year expressed concern that emergency vehicles would have trouble getting through the roundabouts quickly.

Last spring, Dorsey and BergerABAM presented the council with two additional alternatives: regular intersections with signals or a modified roundabout design featuring larger-diameter traffic circles. In the last design, the Pottery roundabout was moved to the northeast to allow for the larger circle and a better flow of traffic.

The council chose the modified roundabout option, which satisfied fire officials.

BergerABAM has suggested an emergency traffic signal at the Pottery intersection that would flash an amber light to alert drivers in the roundabout to move out of the way. The South Kitsap intersection would be wired to accommodate an emergency signal, but the need is not anticipated there in the near future, Fernandes said.

Dorsey said the goal is to have the design, engineering specifications and permitting completed by the end of 2009. The city will also begin obtaining property right-of-way this year. Hopefully, he said, the project will be eligible in 2010 for federal stimulus funds and other state and federal transportation funding.

The city submitted Tremont Street for the first round of stimulus funding, but it was not on the Kitsap Regional Coordinating Council's list of recommended projects because it was not ready for construction.



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Contractor drops Tumwater project

ROADS: Replacement sought after company quits work on Littlerock

BY CHRISTIAN HILL
The Olympian

TUMWATER—In an rare move, the city has suspended a \$4.3 million road construction project on Littlerock Road after the general contractor walked away midway through.

City officials are working with a surety company to complete the job, but it's unclear when work will re-

sume.

The roadway remains paved, but there are rough patches for the thousands of drivers who use it daily.

"If something like this is going to happen, it's probably as good of timing as you could have — not that there's any good time for it," Public Works Department official Jay Eaton said.

The contractor, Alpha Development Corp. of Tacoma, did not return several messages seeking comment left at its office Thursday.

The project involves rebuilding a section of the road to urban standards,

including sidewalks, bike lanes and street lighting, from Trosper Road to near 73rd Avenue.

Three roundabouts are planned, at Odegard Road, Israel Road and Tumwater Boulevard. A center median also would be installed. Work started in September.

On Monday afternoon, after finishing its day's work, Alpha Development notified the city it is "no longer able to supply the labor, equipment or materials to complete the job," Eaton said.

The contract offered no further explanation, and the city hasn't

pursued one.

Eaton said there were no major disagreements between the contractor and the city over the project, and Alpha Development told the city it intends to finish its North Street project in Tumwater. He said the Littlerock Road project was about half finished.

Contractors secure a bond from a surety company to ensure that a project is finished if they are unable to complete it. An underwriter for a surety company will examine the

Please see ROADWORK, page A6

ROADWORK

CONTINUED FROM A3

business operation, including its financial strength, before issuing a bond.

The surety company has up to 45 days to determine how it plans to proceed with the Littlerock Road project, Eaton said.

"They seem to be anxious to get the process going," Eaton said. "They don't want it to sit there either" because they could be held liable for the cost of traffic control and maintenance.

Eaton said it's the first major public works project that's gone to a surety company in his 20 years with the city.

Eaton said the city had received three claims from subcontractors and material suppliers working on the project who said they had not been paid by Alpha Development.

The project had been scheduled for completion in late summer.

Christian Hill is a reporter for The Olympian and can be reached at 360-754-5427 or at chill@theolympian.com.

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Published June 04, 2009

Two-month delay at Littlerock

CHRISTIAN HILL; The Olympian

TUMWATER – The city's public works director said Wednesday that construction on Littlerock Road won't resume for about two more months, although some maintenance has started.

In late April, Alpha Development Corp. of Tacoma, the general contractor for the \$4.3 million construction project, notified the city it could not complete the project and abandoned it midway through for reasons that still aren't clear.

Alpha Development had been contracted to construct the first of a two-phase project to bring a busy stretch of Littlerock Road from near Trosper Road to 73rd Avenue Southwest to urban standards. The second phase will begin once the first is completed.

The new corridor would include sidewalks, bike lanes, street lighting and underground utility lines. Three roundabouts will be constructed – at Odegard Road, Israel Road/70th Avenue and Tumwater Boulevard – as will a center median between Kingswood Drive and the project's southern end.

In April, Alpha Development also told the city it would finish the North Street road project, which was nearly complete. About two weeks later, however, the contractor said it would not be able to complete the North Street work either.

In both instances, the city terminated the contracts with Alpha, and brought in bonding companies, which are basically insurance companies for public works projects, to ensure their completion.

"We're working very closely with the bonding company," Public Works director Jay Eaton said of the Littlerock Road project. "We're really moving it ahead as rapidly as we can. The bonding company is, I believe, being very proactive and responsible in what they're doing. Unfortunately, there's going to be a delay in getting the project completed."

The bonding company requested pricing proposals from four contractors who originally bid on the Littlerock Road project. The deadline is mid-June.

The bonding company will complete its review and propose a contractor to the city. Eaton said he'd seek City Council approval of the new contract. The bonding company would pay the difference between what it would have cost Alpha to complete the job and what it would cost the new contractor to finish the project, meaning the city and taxpayers shouldn't be on the hook for more money.

Eaton anticipated work would resume in late July or early August.

In the meantime, the bonding company has brought in a contractor, Johnson & Maddox Construction of Olympia, to maintain the corridor by repairing the roadway and providing traffic control, Eaton said.

A different bonding company is working through the stalled North Street project, which needs a final layer of asphalt and some clean-up work, he said.

Exactly why Alpha Development left the project is a mystery, although it appears to be a financial decision. Eaton said the city had received three claims from subcontractors and material suppliers working on the project who said they had not been paid by Alpha Development.

Lee Allison, president of the 25-year-old company, didn't return a phone message but did send an e-mail expressing his appreciation for the patience, cooperation and goodwill demonstrated by residents near both projects.

"As in every unfortunate situation, retrospect and soul searching takes place by those who really care," he wrote. "I am sure everyone involved in these two projects are carefully considering the decisions they made and will learn by any mistakes they may

have made."

He did not respond Wednesday to an e-mail inquiry seeking more detailed information about the decision to leave the projects.

Public works officials in the area said the decision would cripple Alpha Development's ability to get public works jobs in the future because it will be very difficult to secure bonding.

Residents and employees along the corridor were looking forward to the completion of the project.

Mike Weymouth, 45, lives near the corridor and he drives it every day. He called the construction a "pain" but felt worse for the residents who live along the corridor and don't have the option like he does of getting around the roadwork.

"They've missed some prime weather conditions to work on it," he said, further noting, "It will be nice when it's done."

The road project and unexpected delay have been a hot topic for customers of A Hill of Beans, a drive-through coffee stand on the corner of Littlerock and 70th Avenue Southwest.

"I have a lot of people say they don't come back because of the construction and the road being rough," said Pam Niemi, 38, a stand employee.

The road condition isn't the only problem. Driveway access on Littlerock Road was closed for more than a month because of construction, Niemi said, after the contractor said it would last a week. The driveway has reopened, but the employee said business is really slow.

Christian Hill: 360-754-5427

chill@theolympian.com

Recession's silver lining: Construction is a bargain

■ *Materials are cheaper and more contractors are competing for fewer projects.*

By **BENJAMIN MINNICK**
Journal Construction Editor

The weak economy may be creating an opportunity for project owners to save money while using the top contractors.

Just a year ago, escalating prices for construction materials were making headlines and some owners were cutting back because it got too expensive to build.

Prices have fallen a lot, posing the big question: Is construction a bargain now?

ELOPMENT

e than adding buildings.

there, is critical.

building infrastructure, housing
ing natural resources -- need to be
mains livable?

stropolitan areas?

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ocial edition.



Ken Simonson, chief economist for the Associated General Contractors of America, thinks so.

"Owners would do well to jump in now and start construction on any project they can find the financing for," he said. "Right now you have your choice of qualified contractors and prices of materials are about as low as they're going to get."

Also, he said the availability of materials is high and there have been no delivery issues.

"There's been a tremendous drop since the highs of last summer in diesel fuel, steel, copper, asphalt and aluminum prices," he said.

The price of diesel fuel has dropped more than 50 percent since peaking last July at \$4.76 a gallon. A week ago it stood at \$2.22 a gallon. This has directly lowered contractors' costs, so they have dropped fuel surcharges.

Copper had an even bigger fall: from \$4 a pound last July to \$1.25 in December. It has since risen to about \$2 a pound.

Some materials have bucked the trend, including concrete, cement and gypsum. Simonson said their prices began to rise late last year and early this year. "It's a puzzle to me. Demand has not been strengthening," he said, and more plants have come on line to add capacity.

Simonson said contractors are enjoying a respite from six to seven years of escalating materials prices and should see those costs fall about 4 percent this year over 2008 levels. But, he said, this is a limited opportunity: If China and other countries start building again, prices and construction budgets could quickly shoot up.

Lower bids

Most money for construction

these days can be found in the public sector.

Washington state construction engineer Linea Laird said most WSDOT projects this year have been awarded below the engineer's estimate and have had an average of seven bidders.

In January, 10 WSDOT projects were an average of 24.7 percent below the engineer's estimate, February's seven projects were 29 percent below and March's 22 projects were 21.6 percent below. Projects came in about 14 percent below during the same three months of 2008.

"The prices we are getting right now are certainly better than (those) we were getting last year," Laird said. Still, some projects exceeded the engineer's estimate due to conditions such as site location or a specialized type of construction.

WSDOT also has been receiving more bids per project. So far this year for 39 projects, WSDOT recorded 6.2 average bidders per project in January, 9.4 in February and 7.3 in March. Data for April wasn't available yet. There were about 4.5 average bidders for the same three months of 2008.

More projects are expected as the summer nears. Laird said bids for half of WSDOT's federal stimulus projects are expected to be advertised by June. WSDOT's first stimulus project, a \$1.7 million paving project involving 4 miles of Interstate 90 in Ellensburg, broke ground yesterday.

A list of about 180 statewide road stimulus projects — for WSDOT and other agencies — can be found at www.wsdot.wa.gov/Funding/stimulus/ProjectList.htm.

Simonson said the stimulus projects will have a fairly small impact on the overall construction industry. "It's not enough to offset the continuing decline in

See BARGAIN — page 8

TUESDAY - Environment

WEDNESDAY - A&E

THURSDAY - Real Estate

Seattle Daily Journal of Commerce

Friday, May 1, 2009 p. 1

CONSTRUCTION

Seattle I

Bargain

Continued from page 1

private-, state- and local-funded projects," he said.

Simonson said he's heard from a number of states that they are receiving bids below estimates. He said they should take those savings and put them into other stimulus projects.

"There are plenty of shovel-ready stimulus projects," he said.

One caveat: The stimulus bill has 61 different categories of construction and any extra savings should be put back into projects that fall in the same category. Simonson said states can be penalized if they don't reallocate the savings into the same construction category.

A helping hand

Private-sector developers also have been watching materials prices drop and more contractors lining up to bid on their projects.

"That does make it easier to build something," said Eric Midby, a principal at the Lexus Cos., which recently topped off the luxury Escala condo tower in downtown Seattle.

Midby said construction costs always play into the long-term planning of projects. He said his firm has high expectations for growth in the downtown core over the long run and is going forward with a twin-tower project in the Denny Triangle area that will include 300 condos, a similar number of hotel rooms and about 250,000 square feet of commercial/retail space.

Midby said he isn't worried about construction prices affecting that project before its expected start in late 2010.

"I don't see a danger of a sharp increase in construction prices," he said, adding that cost spikes in the past few years were unusual and won't happen again for quite a while.

Midby said his research shows it's a good time to be developing projects in downtown Seattle.

"People always need quality housing. We specialize in housing," he said.

Midby said Lexus already

financed the property purchase and design phase for the twin towers project, and will be working on construction financing over the next 12 months.

At Harbor Properties, Executive Vice President and Chief Development Officer Denny Onslow said lower construction costs are helping offset higher equity requirements from banks.

Onslow said Harbor is pricing out its latest development, Link, in West Seattle. Link will have 200 apartments and ground-floor retail on an old Huling Brothers auto sales lot. He said general contractor Excel Pacific expects to start work in the late summer and finish in early 2011.

"Construction numbers were starting to outpace rents (last year)," he said. "It was getting tough to make the numbers work."

Lower construction costs this year will likely result in lower rents for future tenants, Onslow said.

Bart Brynestad, local partner at Panattoni Development Co., said the drop in construction costs hasn't affected his firm's decisions about projects: It still boils down to financing and the credit markets.

Panattoni — a developer and builder of industrial, office and retail projects — just finished a 108,000-square-foot building in Everett and an 81,000-square-foot building in Monroe. Both industrial buildings are for sale or lease. Its only other building under construction locally is a whopping 914,000-square-foot distribution center in Frederickson for appliance-maker Whirlpool.

Once the Whirlpool project is finished, the local pipeline may dry up if Panattoni doesn't move forward on any of the six sites it owns or has under contract in the Puget Sound area.

"I look forward to the market turning around," said Brynestad. He said he expects the industrial market to improve in the first quarter of 2010.

In the meantime, the AGC's Simonson said there's another issue: Many contractors are undercutting each other to get jobs and sacrificing profits to do so. As a result, a year from now we may find a lot of contractors out of business and many of their skilled workers employed in other industries.

Benjamin Minnick can be reached by e-mail at benm@dj.com or by phone at (206) 622-8272.

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THE WALL STREET JOURNAL.

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HOUSE TALK | MAY 1, 2009, 5:09 P.M. ET

Who Should Pay to Fix the Roads?

A new report suggests that to prevent sprawl, we should up the taxes on those who have the longest commutes.

By JUNE FLETCHER

Should the cost of driving to our suburban homes go up?

Yes, according to a report released by the Urban Land Institute and Ernst & Young called Infrastructure 2009: Pivot Point. Those who drive the furthest to work should bear the biggest responsibility for paying for roads.

"We should shift the funding from taxpayers to users," said Michael Lucki, global leader of infrastructure and construction at Ernst & Young and, one of the studies co-authors, at a press conference last week.

For years, Americans have endured gridlock, streets flooded by broken water mains and other indignities caused by our crumbling and overburdened infrastructure. The question of 'who pays to fix it?' is a political hot potato.

Although the federal government has committed \$132 billion to fund "shovel-ready" projects as part of its economic recovery plan, that's not enough to pay for our already overburdened infrastructure, according to the report. And since the population has doubled since 1950, and is projected to grow by 110 million people over the next 40 years, according to the U.S. Census Bureau, we can only expect gridlock to grow worse over the long term. (In the short term some areas are seeing a reduction in traffic and commute times in this recession, as the Journal has reported.)

The study targets sprawl as a major contributor to road congestion; it suggests "urbanizing suburbs" with densely developed downtowns, served by rail and bus, as a solution. That's hardly a new idea. In fact, most major suburban redevelopment plans focus on improving access to public transportation, reducing car dependence and adding residential high rises. One such plan is being put into place in Tyson's Corner, Va., where four new Metrorail stops are planned, roads are being narrowed and parking spaces eliminated. The project may help boost the area's population by more than 67,000 people over the next four decades, according to George Mason University's Center for Regional Analysis.

But the report also suggests that those who live in the outer suburbs should pay a larger share to maintain better roads and bridges. The authors maintain that higher gas taxes or charges for vehicle miles traveled, as well as more highway tolls, will discourage car use, driving people to "adjust driving patterns, including where they live and work, to gain economic advantages." Freeways, they conclude, "can no longer be free."

I have a big problem with that idea, since land prices—and therefore housing prices—are usually much cheaper in exurbia than in close-in areas. So developers put projects targeted to young families, low-paid public servants like police, firefighters and teachers, and retirees on fixed incomes, on the fringe of suburbia. Why should these people, who are already paying impact fees and higher taxes because they live in newly developed areas, have to shoulder even more of the burden to maintain our roads?

A more equitable solution may be to have developers take on more of the infrastructure costs. More than half of the developers surveyed in ULI and Ernst & Young's report said that less than 10% of development costs go for infrastructure. If

officials increased the amount that developers had to pay for the privilege to build on the fringe, builders might do more with the urbanized core. And they might even start building affordable housing suitable for a variety of age groups—and not just the singles and empty-nesters who are attracted to high-rise living.

Sure, it's more time-consuming and problematic for developers to acquire old houses and tear them down or rehab them, but by doing so, we can all take better advantage of roads and other infrastructure that's already in place—and at a lower cost to both our pocketbooks and psyches.

Write to June Fletcher at fletcher.june@gmail.com

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Washington
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LOCAL GOVERNMENT
& HOUSING
HEALTH & HUMAN SERVICES
APPROPRIATIONS
STATE GOVERNMENT &
TRIBAL AFFAIRS

May 22, 2009

Governor Christine Gregoire
MS 40002
Olympia, WA 98504

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TIB

Dear Governor Gregoire,

I wanted to bring to your attention the great accomplishments of two state agencies who won the 2008 Washington State Quality Award (WSQA). I heartily commend the Washington State Transportation Improvement Board (TIB) and DSHS/ESA/DEAP Region 4 Customer Service Center.

These two agencies' leadership is inspirational to all state agencies as they apply for the WSQA. I look forward to the day under your leadership when all state agencies will receive this recognition and become the best run state organizations in the country. Washington State is on the road to performance excellence and we should be proud of these accomplishments.

I want to reiterate how proud I am of the leadership and staff of these organizations.

I want to thank you for your leadership in improving all of government. I look forward to continuing this process with your office and all state agencies.

Sincerely,

Mark Miloscia
State Representative
30th Legislative District

Cc: Transportation Improvement Board
DSHS/ESA/CSD Region 4 Customer Service Center



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(008)-1	KELSO	Coweeman River Bridge	Bid Award	CN BA	461,000	-139,000	Director
Total RTP Change						-139,000	
SCAP Program							
6-P-119(001)-1	ALGONA	Main Street	Contract Completion	CC	1,445,410	-47,389	Director
6-E-922(010)-1	BENTON CITY	Ki-Be Rd	Contract Completion	CC	297,974	-3,421	Director
6-E-851(002)-1	BRIDGEPORT	Foster Creek Avenue	Construction	CN	74,600	-22,100	Director
6-W-801(005)-1	CARNATION	Stossel Avenue	Construction	CN	850,000	0	Director
6-W-801(006)-1	CARNATION	Entwistle Street	Design	DE	31,000	0	Director
6-W-847(004)-1	CASHMERE	Division Street	Bid Award	CN	618,625	0	Director
6-W-908(001)-1	COLTON	Steptoe Street	Audit	CC FV AD	247,905	11,934	Director
6-W-878(004)-1	COULLEE DAM	River Drive (SR 155) Sidewalk	Construction	CN	23,892	9,717	Director
6-W-894(007)-1	DEER PARK	Crawford Avenue	Audit	CC AD	38,123	-21,116	Director
6-W-955(008)-1	ELMA	Harding Road Slide Repair	Bid Award	CN BA	90,487	-9,513	Director
6-W-955(009)-1	ELMA	Eaton Street	Design	DE	0	0	Director
6-E-910(003)-1	FARMINGTON	Third Street	Construction	CN	896,100	0	Director
6-E-871(008)-2	HARRINGTON	WSDOT Eastern Region Chip Seal	Audit	FV AD	39,037	0	Director
6-W-949(004)-1	LA CENTER	Highland Avenue / E 4th Street	Audit	CC FV AD	37,457	0	Director
6-W-828(003)-1	LANGLEY	Anthes Avenue Walkway	Contract Completion	CC	66,490	26,240	Director
6-W-828(004)-1	LANGLEY	Camano Avenue Sidewalk	Contract Completion	CC	39,271	0	Director
6-E-896(001)-1	LATAH	Market Street	Bid Award	BA	524,055	-97,635	Director
6-W-835(002)-1	LYMAN	Pipeline Road and East Main Street	Audit	FV AD	34,382	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-897(004)-1	MEDICAL LAKE	Prentis Street	Design	DE	41,230	0	Director
6-E-166(101)-1	MILLWOOD	Argonne Road	Construction	CN	177,660	-179	Director
6-P-804(007)-1	NORTH BEND	Downing Avenue Extension	Design	DE	58,197	0	Director
6-E-881(006)-1	OKANOGAN	3rd Avenue/Oak Street	Bid Award	CN BA	493,095	-38,974	Director
6-E-881(105)-1	OKANOGAN	Conconully St & 11th Ave	Audit	CC FV AD	10,759	0	Director
6-E-987(004)-1	OMAK	Ross Canyon Road	Bid Award	CN BA	718,802	30,000	Director
6-E-882(106)-1	OROVILLE	SR 97 Sidewalks	Design	DE	20,250	0	Director
6-E-916(003)-1	PALOUSE	Whitman Street	Audit	CC FV AD	466,102	11,102	Director
-950(003)-1	RIDGEFIELD	S 85th Avenue	Bid Award	BA	615,771	-73,979	Director
-845(003)-1	RITZVILLE	Wellsandt Avenue	Bid Award	CN BA	664,340	-90,310	Director
-864(003)-1	ROYAL CITY	Royal Avenue	Audit	CC FV AD	992,787	115,900	Director
-972(005)-1	SOUTH BEND	First Street	Construction	CN	535,230	0	Director
-874(N02)-2	SPRAGUE	WSDOT Eastern Region Chip Seal	Audit	FV AD	37,258	0	Director
-977(002)-1	TENINO	Central Avenue	Construction	CN	595,429	0	Director
6-E-945(001)-1	TIETON	Naches Avenue	Audit	CC FV AD	529,352	25,924	Director
6-E-886(004)-1	TWISP	Glover Street	Bid Award	CN BA	688,576	-92,973	Director
6-E-854(002)-1	WATERVILLE	Monroe Street	Audit	FV AD	756,187	865	Director
6-E-875(N05)-2	WILBUR	WSDOT Eastern Region Chip Seal	Audit	FV AD	84,153	0	Director
6-E-867(004)-1	WILSON CREEK	First Street	Construction	CN	643,100	0	Director
6-W-978(009)-1	YELM	Coates Avenue NW	Audit	CC FV AD	546,211	5,643	Director
6-E-947(007)-1	ZILLAH	West First Avenue	Bid Award	CN BA	483,441	-136,479	Director
Total SCAP Change						-396,743	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-E-878(001)-1	COULEE DAM	FY 2009 Sidewalk Maintenance Project	Bid Award	BA	97,877	17,672	Director
2-E-888(002)-1	CUSICK	FY 2009 Overlay Project	Bid Award	BA	96,758	0	Director
2-P-819(002)-1	GOLD BAR	FY 2009 Overlay Project	Contract Completion	CC	107,073	-8,085	Director
2-E-889(002)-1	IONE	FY 2010 Sidewalk Maintenance Project	Construction	DE CN	10,000	0	Director
2-E-927(001)-1	KAHLOTUS	FY 2010 Seal Coat Project	Bid Award	BA	23,781	0	Director
2-E-862(002)-1	MATTAWA	FY 2010 Overlay Project	Bid Award	CN BA	292,055	-57,945	Director
2-E-862(002)-2	MATTAWA	FY 2010 Chip Seal Project	Bid Award	CN BA	55,000	0	Director
-865(003)-1	SOAP LAKE	FY 2009 Sidewalk Maintenance Project	Withdrawn	WD	0	0	Director
-865(004)-1	SOAP LAKE	FY 2010 Overlay Project	Withdrawn	DE CN WD	0	0	Director
-846(002)-1	WASHTUCNA	FY 2010 Seal Coat Project	Bid Award	BA	28,913	0	Director
-875(001)-1	WILBUR	FY 2010 Seal Coat Project	Bid Award	BA	49,090	0	Director
Total SCPP Change						-48,358	
SP Program							
P-P-105(P01)-1	AUBURN	A Street SE	Bid Award	BA	68,000	0	Director
P-P-114(P03)-1	BOTHELL	240th Street	Bid Award	BA	200,000	0	Director
P-P-801(P04)-1	CARNATION	Tolt Avenue (SR 203)	Audit	CC FV AD	148,869	38,574	Director
P-E-848(P02)-1	CHELAN	Park Avenue (SR 150)	Contract Completion	CC	200,000	0	Director
P-E-177(P01)-1	COLLEGE PLACE	Whitman Drive	Construction	DE CN	227,605	0	Director
P-P-139(P01)-1	EDMONDS	Caspers Street/9th Avenue N/Puget Drive (SR-524)	Bid Award	BA	153,321	-96,679	Director
P-E-849(P01)-1	ENTIAT	Olin, Ave, Kinzel Street, Cammack Street, Entiat Way & SR 97A	Bid Award	BA	196,697	-44,737	Director
P-E-895(P01)-1	FAIRFIELD	Main Street	Bid Award	BA	48,366	-3,732	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-111(P01)-1	KIRKLAND	99th Place NE/100th Avenue NE	Bid Award	BA	78,065	-71,935	Director
P-P-199(P06)-1	LAKEWOOD	Stellacoom Boulevard SW	Withdrawn	WD	7,717	-142,283	Director
P-W-961(P04)-1	MORTON	Second Street (SR 7)	Contract Completion	CC	135,127	18,232	Director
P-W-961(P05)-1	MORTON	Second Street (SR-7)	Construction	DE CN	186,300	0	Director
P-E-892(P01)-1	NEWPORT	SR-2	Withdrawn	WD	0	-100,000	Director
P-P-804(P08)-1	NORTH BEND	Downtown ADA Retrofit	Construction	DE CN	182,418	0	Director
P-P-117(P01)-1	PACIFIC	3rd Avenue SW	Contract Completion	CC	150,000	0	Director
P-W-151(P03)-1	PORT TOWNSEND	Discovery Road	Audit	CC FV AD	150,000	0	Director
P-W-151(P04)-1	PORT TOWNSEND	San Juan Avenue	Audit	CC FV AD	90,000	0	Director
P-W-976(P01)-1	RAINIER	133rd Avenue/Centre Street	Audit	CC FV AD	112,639	0	Director
P-W-107(P02)-1	REDMOND	NE 90th Street	Construction	DE CN	200,000	0	Director
P-W-101(P02)-1	SEATTLE	Sand Point Way NE (SR 513)	Audit	CC FV AD	52,965	-1,657	Director
P-W-034(P01)-1	THURSTON COUNTY	Martin Way E	Bid Award	BA	99,708	-40,292	Director
P-W-184(P05)-1	VANCOUVER	Andresen Road	Audit	CC FV AD	128,570	-21,430	Director
P-W-184(P06)-1	VANCOUVER	Fort Vancouver Way	Audit	CC FV AD	35,465	-5,145	Director
P-E-176(P01)-1	WALLA WALLA	Plaza Way	Audit	FV AD	34,560	0	Director
P-W-960(P01)-1	WESTPORT	Ocean Avenue	Audit	CC FV AD	68,171	18,171	Director
Total SP Change						-452,913	

UAP Program

8-2-154(013)-1	ANACORTES	SR-20 Spurr/Commercial Avenue	Construction	CN	563,940	0	Director
8-5-006(036)-1	CLARK COUNTY	NE 63rd St	Contract Completion	CC	3,900,000	0	Director
8-1-204(002)-1	COVINGTON	Wax Rd/180th Ave SE	Contract Completion	CC	1,618,442	0	Director
8-3-009(005)-1	DOUGLAS COUNTY	North Baker Ave	Bid Award	CN BA	746,068	-532,731	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-134(013)-1	FIFE	34th Avenue E	Withdrawn	WD	0	-1,919,700	Director
8-1-127(006)-1	GIG HARBOR	56th Street/Olympic Drive NW	Audit	CC FV AD	3,217,000	0	Director
8-4-173(026)-1	KENNEWICK	4th Avenue	Bid Award	BA	1,703,640	0	Director
8-2-018(005)-1	KITSAP COUNTY	Bethel Road	Withdrawn	WD	452,000	-1,276,000	Director
8-5-197(023)-1	LACEY	Mullen Road SE	Audit	FV AD	2,792,786	0	Director
8-1-027(054)-1	PIERCE COUNTY	Canyon Rd E	Audit	CC FV AD	4,543,000	0	Director
8-1-027(057)-1	PIERCE COUNTY	Canyon Road East	Audit	CC FV AD	4,692,407	0	Director
8-1-027(062)-1	PIERCE COUNTY	Stewart Road (Pacific)	Withdrawn	WD	918,908	-2,137,692	Director
153(001)-1	PORT ORCHARD	Tremont Street	Withdrawn	WD	0	-1,700,000	Director
863(002)-1	QUINCY	Division St E	Audit	CC FV AD	500,909	-5,539	Director
863(003)-1	QUINCY	Division Street E	Design	DE	119,210	0	Director
107(021)-1	REDMOND	Union Hill Road	Contract Completion	CC	1,908,347	0	Director
171(017)-1	RICHLAND	Lawless Dr/Wellsian Way/Thayer Dr	Audit	CC FV AD	1,141,000	0	Director
121(004)-1	SEATAC	Military Road South	Audit	CC FV AD	2,179,416	0	Director
8-1-101(155)-1	SEATTLE	Spokane Street - Lower Roadway	Construction	CN	5,213,207	0	Director
8-3-165(083)-1	SPOKANE	Five Mile Road	Bid Award	CN BA	1,900,000	0	Director
8-3-032(060)-1	SPOKANE COUNTY	Park Road	Audit	FV AD	736,853	0	Director
8-1-128(087)-1	TACOMA	East 48th St & Portland Ave	Contract Completion	CC	2,270,876	0	Director
8-5-034(013)-1	THURSTON COUNTY	Yelm Highway (Design & ROW Only)	Audit	CC FV AD	1,300,000	0	Director
8-4-036(016)-1	WALLA WALLA COUNTY	Myra Road	Contract Completion	CC	8,123,212	0	Director
Total UAP Change					-7,571,662		
UCP Program							
9-P-113(006)-1	FEDERAL WAY	Pacific Highway South (SR-99)	Contract Completion	CC	7,648,689	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-113(009)-1	FEDERAL WAY	S 348th Street HOV Lanes	Audit	CC FV AD	2,346,793	0	Director
9-E-171(003)-2	KENNEWICK	Gage Blvd/Center Parkway	Audit	CC FV AD	274,850	0	Director
9-W-155(003)-1	MOUNT VERNON	Anderson/Laventure Extension	Construction	CN	1,500,000	0	Director
9-P-027(013)-1	PIERCE COUNTY	Stewart Road (Summer)	Construction	CN	4,125,600	0	Director
9-W-150(004)-1	PORT ANGELES	Olympic Peninsula International Gateway	Contract Completion	CC	1,224,106	0	Director
9-W-158(002)-1	POULSBO	SR 305	Contract Completion	CC	4,272,000	0	Director
9-P-207(001)-1	SAMMAMISH	244th Avenue	Bid Award	CN BA	2,273,957	-726,043	Director
9-P-101(018)-1	SEATTLE	East Marginal Way Overpass	Construction	CN	7,300,000	0	Director
-806(003)-1	SNOQUALMIE	SR 202	Withdrawn	WD	205,200	-1,503,600	Director
-165(014)-1	SPOKANE	Monroe/Lincoln Connector	Withdrawn	WD	68,700	-548,700	Director
-165(017)-1	SPOKANE	Market Street (NB Couplet)	Construction	CN	2,726,650	0	Director
-208(002)-1	SPOKANE VALLEY	Indiana Avenue	Design	DE	156,650	0	Director
-184(011)-1	VANCOUVER	NE 138th Avenue	Contract Completion	CC	2,700,000	0	Director
-198(007)-1	WOODINVILLE	Woodinville Redmond Road (SR 202)	Bid Award	BA	2,100,000	0	Director
9-E-180(003)-1	YAKIMA	B Street and Lincoln Avenue Railroad Crossings	Audit	BA CC FV AD	150,000	0	Director
Total UCP Change						-2,778,343	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2009 to 05/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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Total Change -11,387,019

PND - Pending	CC - Contract Completion
PD - Pre-design	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	



Project Inventory Reduction List

June 26, 2009

BACKGROUND

At the March Board meeting, the Executive Director reported the need for a reduction in the number of projects TIB carries in its inventory. The inventory is too large for the amount of projected revenue TIB is expecting to receive. The Board agreed to revisit the list of proposed project reductions at the June meeting. Projects that did not meet the scheduled deadlines were put on the "contingency" list much like a waiting list or a "cut" as a unilateral contract revocation of all funding. The contingency projects would not be subject to a reapplication, and the funding could be restored if TIB funds become available. Any projects that were denoted as "cut" have been withdrawn and the funding obligations removed.

STATUS

The projects on the contingency list are projects that have not met the original bid dates and are already considered delayed. In one case, the original bid date and new proposed bid dates have a difference of nine years. The average difference is over four years from the original date to proposed bid dates.

Some of the projects now have funding shortfalls which will further delay the planned construction timeframes. Other projects have construction delays due to right of way issues.

The proposed contingency projects are found on pages 35 and 36.

RECOMMENDATION

Staff recommends the Board adopt the projects listed on the June list as contingency projects.

**Transportation Improvement Board
Project Inventory Reduction – June**

Agency	Project	Selected	Original Bid Date	Total Cost	TIB Funds	Remaining TIB Funds	Proposed Bid Date	Funding Sources	Comments	Proposed Action
Clark Co.	I-5/Salmon Creek Interchange	Nov. 2003	Mar 2007	22,060,000	8,000,000	6,145,923	March 2011	County Developer Impact Fees	County is completing design, right of way, and permitting. Will use bonding to construct in spring 2011	Contingency
Lakewood	Bridgeport Way SW	Nov. 2003	Mar 2006	1,244,600	734,300	734,300	March 2010	City Transit STP Funds	City has delayed the project until 2010 due to a funding shortfall and lack of local match.	Contingency
Lewis County	Airport Rd Ext.	Nov. 2005	Feb 2007	9,201,738	3,000,000	3,000,000	March 2012	County WSDOT City Developer	County will award by March 2012	Contingency
Olympia	Harrison Ave.	Nov. 2003	Jan 2009	1,236,335	669,200	623,857	May 2010	City County	Right-of-way issues have delayed construction until spring 2010.	Contingency
Spokane	Havana St.	Nov. 2004	Sept 2005	12,035,500	1,975,000	1,975,000	Jan 2010	City County Railroad FMSIB STP Funds	City plans to award by early 2010	Contingency
Spokane Valley	Park Rd. Grade Separation	Nov. 2006	Feb 2008	16,520,000	2,000,000	2,000,000	Unknown	City WSDOT Railroad FMSIB STP Funds	Design is 30% complete, right of way has not begun and they are hoping for construction funding in 2010 federal appropriation	Contingency
Thurston Co.	Yelm Highway	Nov. 2005	Feb 2007	6,600,000	3,900,000	3,900,000	Jan 2010	County City Developer Transit STP Funds	County plans to award in early 2010	Contingency

**Transportation Improvement Board
Project Inventory Reduction – June**

Agency	Project	Selected	Original Bid Date	Total Cost	TIB Funds	Remaining TIB Funds	Proposed Bid Date	Funding Sources	Comments	Proposed Action
Tukwila	Southcenter Parkway Extension	Nov. 2005	Jan 2006	18,600,000	5,000,000	5,000,000	March 2010	City Developer STP Funds	Construction Only - Right-of-way issues have delayed construction until spring 2010.	Contingency
Yakima	Martin Luther King, Jr. Blvd. (B St.) R/R Undercrossing	Nov. 2006	Aug 2007	19,590,000	1,500,000	1,500,000	Unknown	City FMSIB Railroad Transit STP Funds	Right of way issue has been resolved but there is an \$8M funding shortfall.	Contingency
				107,088,173	26,778,500	24,879,080				



Delayed Projects Report

June 25, 2009

BACKGROUND

TIB staff reports to the Board on all projects that missed the Bid Award performance standard. The standard includes Urban Corridor Program (UCP) projects not reaching bid award in 5½ years, Urban Arterial Program (UAP) projects not reaching bid award in 4½ years, projects in all other programs not reaching bid award in 2½ years, and all "construction only" projects not reaching bid award in 1 year.

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has been reduced from 67 to 24 (see attached list).

Revising WAC 479-05-211 to add "construction only" projects to the delayed status resulted in an increase of delayed projects. Last year there were 11 delayed projects; this year there are 24.

Of the 25 delayed projects this year:

- 2 projects provided a schedule to the Board in September 2008
 - Wapato Track Road missed the scheduled date and needs to appear before the Board in September for consideration of an extension
 - Seattle (Port of Seattle) East Marginal Way has missed the Stage 3 commitment date
- 22 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

Agencies that may need to appear before the Board have been involved in a three-year delayed projects process as outlined in WAC 479-05-250. The agency is listed on the delayed projects report, which is provided to the Board each June. Once listed, the agency is required to submit an implementation plan that includes an anticipated bid award date. By the next reporting period, any agency that has not made progress toward construction is required to appear before the Board for consideration of any further extension of the project.

STATUS

The following summarizes the status of the two agencies that have missed their scheduled date:

- Wapato Track Road has a major funding shortfall and an issue acquiring BNSF railroad right of way, delaying construction until spring 2010. The city is currently seeking additional funds to fill the shortfall.
- Seattle (Port of Seattle) East Marginal Way has failed to meet the original stage 3 commitment date of November 30, 2008. The revised commitment date, February 28, 2009, gave the Port an opportunity to pursue federal stimulus funds. At the March meeting, the Board extended Seattle's date to May 30, 2009. Port staff is currently working on gaining necessary federal approvals, but it is unlikely the project will be under contract until September 2009.

TIB staff will continue working with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings.


RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
Black Diamond	6-P-800(001)-1	2008	Design	Railroad Avenue – Merino St. to Baker St.	1	967,943 906,614 1,075,493
Blaine	6-W-837(008)-1	2008	Design	H Street – Ludwick Ave to Terrace Ave North	1	500,000 500,000 1,349,000
Clark County	8-1-027(062)-1	2005	Design	I-5/Salmon Creek Interchange – Vicinity I-5/1-205 Junction	1	8,000,000 6,145,923 22,060,000
Clark County	P-W-006(P05)-1	2005	Pending	NE 159 th Street High School to Jr. High School	1	150,000 150,000 550,000
Elmer City	6-E-879(003)-1	2008	Design	3 rd Avenue – Elmer City Way to First St	1	519,550 467,678 520,000
Kettle Falls	P-E-903(P03)-1	2007	Design	SR-395 – Juniper St to East City Limits	1	280,800 280,800 321,500
Lakewood	8-1-199(009)-1	2006	Design	Bridgeport Way SW – Steilacoom Blvd SW to 83 rd St SW	1	734,300 734,300 1,244,600
Marysville	P-P-143(P01)-1	2008	Design	47 th Avenue NE – 7 th St to 10 th St	1	200,000 200,000 450,438
Oak Harbor	8-2-157(010)-1	2006	Design	North Oak Harbor Street – 15th St NE to 27th St NE	1	1,300,001 1,179,621 2,486,599
Olympia	8-5-195(015)-1	2006	Design	Harrison Avenue – Kaiser Rd Intersection	1	669,200 623,857 1,236,335
Pierce County	8-1-027(063)-1	2006	Design	112th Street – 300 th e/o Woodland Ave E to 86 th Ave E	1	4,641,000 3,417,931 6,630,000
Puyallup	8-1-129(016)-1	2006	Design	9 th Street SW – S/SW 7 th St to S 4 th Pl	1	3,278,001 2,718,875 4,277,777
Renton	9-P-102(011)-1	2005	Design	Rainier Avenue S – 39 th Ave SW to 450 th s/o 43 rd Ave SW	1	2,202,000 1,803,000 3,670,000
Spokane	8-3-165(082)-1	2008	Pending	Riverside Drive – Division Ave to Sherman Ave	1	1,950,000 1,950,000 2,626,629
Spokane	9-E-165(016)-1	2006	Pending	Havana Street – Broadway Ave to Mission Ave	1	1,975,000 1,975,000 12,035,500
Spokane Valley	8-3-208(002)-1	2008	Pending	Park Road – BNSF Railroad Overcrossing	1	2,000,000 2,000,000 16,520,000

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
Tacoma	8-1-128(089)-1	2006	Design	South Tyler Street – S 38 th St to S 56 th St	1	2,707,200 2,506,710 4,512,000
Thurston County	8-5-034(015)-1	2007	Pending	Yelm Highway – Henderson Blvd to Rich Rd	1	3,900,000 3,900,000 6,600,000
Tukwila	9-P-116(011)-1	2007	Pending	Southcenter Parkway Ext – S 180 th St to S 200 th St	1	5,000,000 5,000,000 18,600,000
Tukwila	9-P-116(012)-1	2008	Pending	Klickitat Drive & Southcenter Parkway – 600 ^{ft} s/o Strander Blvd to 400 ^{ft} n/o Nordstrom Entrance	1	5,000,000 5,000,000 18,088,000
Vancouver	8-5-184(036)-1	2008	Pending	NE 18 th Street – NE 112 th Ave to NE 136 th Ave	1	3,700,000 3,700,000 12,500,000
Yakima	9-E-180(005)-1	2008	Pending	ML King Jr. Boulevard – N 1 st St to N 1 st Ave	1	1,500,000 1,500,000 19,590,000
Wapato	6-E-946(005)-1	2007	Design	Track Road – West A St to East City Limits	2	684,000 684,000 720,421
Seattle	9-P-101(018)-1	2001	Design	E. Marginal Way Overpass – 300 ^{ft} South of S Idaho St to Spokane St	3	7,300,000 5,960,000 33,300,000

 Indicates projects on the cut list.



State of Washington
Transportation Improvement Board

RJT Request – SR-908
City of Kirkland / City of Redmond
June 26, 2009

BACKGROUND

The cities of Redmond and Kirkland are jointly requesting the transfer of SR-908 from WSDOT, a portion of which is in the City of Redmond and a portion in the City of Kirkland. SR-908 begins at I-405 and extends 3.14 miles east to intersect SR-202. Approximately 0.99 miles of SR-908 lies within the city limits of Kirkland and approximately 2.15 miles of SR-908 (signed by the City of Redmond as NE Redmond Way) lies within the city limits of Redmond.

Originally SR-908 extended west of I-405 through downtown Kirkland and then south along Lake Washington to intersect SR-520. The portion west of I-405 transferred from WSDOT to the City of Kirkland on April 1, 1992, resulting in the residual piece.

Currently, SR-908 is a classified urban principal arterial with four lanes and a center turn lane through most of the route. A small portion of SR-908 from MP 6.36 to MP 6.66 at the intersection of SR-202 is a one-way couplet. The speed limit for most of the route varies from 35 to 40 MPH with a short section at the east end that is 30 MPH. There is one bridge along the route at MP 6.09 that crosses the Sammamish River. There is one BNSF railroad over-crossing at MP 6.24. SR-908 is classified as managed access, which essentially gives any adjacent property owners direct access to the highway. Redmond and Kirkland are the permitting authority for this direct access along the route because it lies within their city limits.

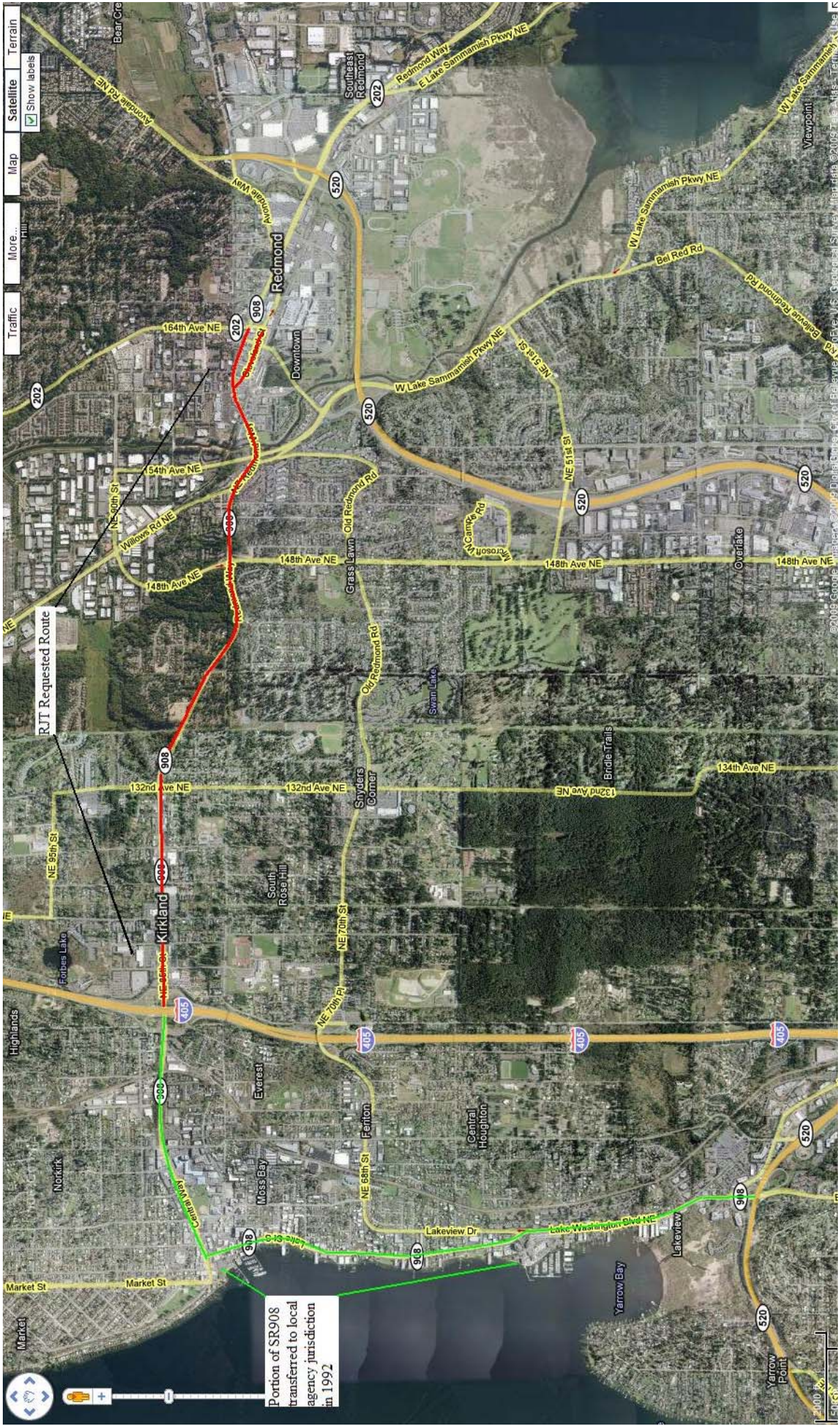
STATUS

The SR-908 corridor has evolved since its creation in 1971 from a primary highway connecting two distinct cities into a highly urbanized corridor that functions as a local arterial rather than a state highway. There are many local businesses along the route and the cities have a common desire to change the character of SR-908 into a more community focused, multi-modal, pedestrian-oriented roadway that coincides with their long term transportation plans.

RECOMMENDATION

If the Board has no substantive changes to the analysis, staff recommends that the Board, acting as a committee of the whole, accept and release this analysis as the preliminary finding.

NOTE: If approved, notification letters requesting comment will be sent out to interested parties immediately. Thereafter, all information and findings regarding this RJT will be given to the Washington State Transportation Commission (WSTC). They assume the responsibility of reviewing RJT requests beginning July 26, 2009.



RTJ Requested Route

Portion of SR908 transferred to local agency jurisdiction in 1992



State of Washington
Transportation Improvement Board

Analysis of SR 908 RJT Request
City of Kirkland / City of Redmond
June 2009

PURPOSE

To determine if the designation of State Route (SR) 908 from I-405 (MP 3.52) to SR 202 (MP 6.66) is appropriate as a state route in accordance with the state highway designation criteria in RCW 47.17.001.

BACKGROUND

On January 26, 2009, the cities of Redmond and Kirkland jointly submitted an official request to TIB to transfer 3.14 miles of SR 908, between I-405 and SR 202, to the cities themselves. These limits encompass the entire state route and, if granted, would result in Kirkland acquiring approximately 0.99 miles and Redmond acquiring 2.15 miles of SR 908. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in WAC 479-210 and RCW 47.17.001.

Originally, SR 908 extended west of I-405 through downtown Kirkland and then south along Lake Washington to intersect SR 520. This portion of SR 908 was transferred from WSDOT to the City of Kirkland on April 1, 1992, resulting in the portion left today.

This analysis assists the Board in establishing a preliminary finding.

CRITERIA SET OUT IN RCW

WAC 479-216-350(4) states that the final RJT report shall contain a comparison against criteria specified in RCW 47.17.001 and chapter 479-210 WAC. Chapter 479-210 of the WAC contains all sections of RCW 47.17.001 and more. Therefore an analysis will only be completed using the criteria in WAC 479-210 as follows.

CRITERIA SET OUT IN WAC

WAC 479-210-200

An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

WAC 479-210-200(1)

Is designated as part of the interstate system;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(2)

Is designated as part of the system of numbered United States routes;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(3)

Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(4)

Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

TIB ANALYSIS: SR 908 is a principal arterial that connects I-405 and SR 202. A connecting link by WAC 479-210-100 definition generally bypasses the central business district (CBD) and/or the central city to form loops and beltways. SR 908 extends through central Kirkland and directly into downtown Redmond. Therefore it should not be classified as a connecting link. The population of Redmond is 50,680 and Kirkland is 47,890. SR 908 travels through a very urbanized area with many businesses along the route, but carries mostly local traffic. There are many stop controlled intersections and limited access controls along the route. The majority of regionally oriented traffic uses SR 520 as seen by the ADT. ADT on SR 520 at West Lake Sammamish Parkway is 68,000. The values vary along SR 520 with the highest ADT reaching 126,000 at the intersection of I-405. The ADT at the intersection of SR 908 and I-405 is 43,000 which is the highest along the route. The ADT on SR 908 at 132nd Avenue, where the city limits of Redmond and Kirkland meet, is 33,000. **The route does meet the first requirement of this WAC because it connects I-405 to SR 202. However, it fails the second test because it lacks regionally oriented traffic.**

WAC 479-210-250

These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

WAC 479-210-250(1)

For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

TIB ANALYSIS: This WAC applies to local roads requesting to transfer to the state highway system which is not the case. WAC 479-210-250(1) does not apply.

WAC 479-210-250(2)

State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

TIB ANALYSIS: SR 908 connects SR 202 and I-405. Continuity will be maintained by SR 520 in connecting SR 202 and I-405. SR 908 will still exist as a local arterial and therefore maintain continuity as it does today. **The route does meet the requirement of this section of the WAC.**

WAC 479-210-250(3)

Public facilities may be considered to be served if they are within approximately two miles of a state highway.

TIB ANALYSIS: There are several public facilities that are indirectly served by SR 908. These include Marymoor Park, Welcome Park, Grass Lawn Park, Forbes Lake Park, North Rose Hill Woodlands Park, Kirkland Cemetery and numerous city facilities. These facilities are also served by other arterial routes in the area. SR 908 would continue to serve all these facilities as a principal arterial street instead of a state highway if this request is granted. **The route does meet the requirement of this section of the WAC.**

WAC 479-210-250(4)

Exceptions may be made to include:

WAC 479-210-250(4)(a)

Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

TIB ANALYSIS: The route is not classified as rural and therefore does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(b)

Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(c)

Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

TIB ANALYSIS: SR 908 connects SR 202 to I-405. SR 520 begins at the east end of SR 908 and heads west into Seattle. Due to this configuration, SR 908 does not provide a valid bypass route for regional traffic. Most regional traffic uses SR 520 as seen by the ADT and regional traffic plans. Regional truck traffic primarily uses SR 520 due to the superior geometry and speed limit of the highway. Truck traffic on SR 908 primarily serves the local businesses along the route and would continue to do so if transferred.

The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(5)

In urban and urbanized area:

WAC 479-210-250(5)(a)

Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment a state highway; and

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(5)(b)

There may be no more than one parallel non-access controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

TIB ANALYSIS: There are no other parallel non-access or limited access facilities within the same corridor. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)

When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

WAC 479-210-250(6)(a)

The ability to handle higher traffic volumes;

TIB ANALYSIS: The choice of routes for accessing I-405 from Redmond and vice versa consists of SR 908 or SR 520. SR 520 clearly has the ability to handle higher traffic volumes. SR 520 currently is a four lane freeway with full access control and a posted speed of 60 MPH. Currently it carries three times the ADT as SR 908. The total roadway width varies from 60' to 92'. In comparison SR 908 has a posted speed of 35 and 40 MPH. SR 908 is designated managed access control, which greatly reduces its capacity due to multiple private driveways directly accessing the highway as well as frequent intersections. It also is a four lane highway with total roadway widths close to 60' that includes sidewalks both sides. **This route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(b)

The higher ability to accommodate further development or expansion along the existing alignment;

TIB ANALYSIS: SR 908 does not possess a higher ability for development than SR 520. SR 908 is close to 100% developed up to the edge of roadway along the entire route. Right-of-Way (ROW) along much of the route only extends to the edge of sidewalk, making expansion very difficult. SR 520 already consists of a much wider ROW which would lend to a much easier expansion along the existing alignment. Much of this expansion is already programmed by WSDOT. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(c)

The most direct route and the lowest travel time;

TIB ANALYSIS: For some local trips along the route, SR 908 provides a more direct route with a lower travel time. These trips would still be able to utilize the route as a local arterial route. For regionally oriented traffic SR 520 provides a more direct route and a lower travel time. SR 520 has a posted speed of 60 MPH compared to the 35 MPH on SR 908 which is directly related to a lower travel time. SR 908 has 13 major intersections and multiple private driveways that access the highway which greatly reduces the average travel time. SR 520 has no intersections or driveways that access the highway greatly reducing the impacts of signalized intersections and driveways on the traffic stream as seen on SR 908. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(d)

The route that serves traffic with the most interstate, statewide, and interregional significance;

TIB ANALYSIS: SR 908 is not designated as a National Highway System (NHS) route or a Highway of Statewide Significance (HSS). It is designated as a T-3 truck route carrying approximately 3 million tons per year. SR 908 is a highway of only regional significance and primarily serves the businesses and citizens along its route and immediate surrounding areas. It primarily links the cities of Redmond and Kirkland, which have become one urban community due to growth in the last 20 years. SR 520 on the other hand is designated as a NHS route and a T-2 truck route carrying approximately 7.5 million tons per year. SR 520 provides a critical link between Seattle and the Eastside of Lake Washington which includes I-405, Redmond and Kirkland. There are currently 4 projects in WSDOT's SR 520 Bridge Replacement and HOV Program which include an entire new floating bridge and HOV lanes all the way to Redmond. SR 520 definitely serves traffic with the most interstate, statewide and regional significance. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-250(6)(e)

The route that provides the optimal spacing between other state routes; and

TIB ANALYSIS: SR 908 does provide optimal spacing between other state routes. SR 202 connects to SR 522 to the north to access I-405 and SR 520 accesses I-405 to the south. However since SR 908 does not function as a state highway the spacing argument becomes irrelevant. There are other East-West arterials such as NE 124th Ave and Old Redmond Rd that serve traffic in a similar manner as SR 908. These arterials are not state routes. **The route does not meet the requirement of this section of the WAC.**

WAC 479-210-250(6)(f)

The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

TIB ANALYSIS: The current state route designation of 908 is not consistent with the City of Redmond's and City of Kirkland's Comprehensive Plan. The cities both intend to keep SR 908 classified as a principle arterial while transforming it into a corridor that supports non-motorized and transit use as well. Currently WSDOT has no immediate plans for improvements along SR 908. Redmond and Kirkland both have plans for major road projects along SR 908 as seen in their 6 year Transportation Improvement Programs. Kirkland currently has 11 million dollars for its portion of the roadway and Redmond has 7 million dollars programmed for its portion. The plans would complement the already business rich corridor that currently exists by incorporating pedestrian and transit access facilities. **The route does not meet the requirement of this section of the WAC.**

PRELIMINARY RECOMMENDATION

The preliminary analysis of the criteria set forth in WAC 479-210-200 and WAC 479-210-250 suggests that the route does not meet the criteria to be designated a state route and should have jurisdiction transferred to the City of Kirkland and the City of Redmond as described in the background section of this analysis.



Proposed Bylaw Revisions

June 25, 2009

BACKGROUND

The last revisions to the bylaws were made in November 2004. Since that time, it has been discovered that some of the rules listed in the bylaws are outdated or do not reflect accurate practices. The following summarizes the proposed changes to the bylaws, all of which have been reviewed by the AAG, Elizabeth Lagerberg.

SUMMARY OF CHANGES BY ARTICLE

Article I – Purpose and Membership

Changed language to more accurately reflect and clearly state the membership and purpose of the board.

Article II – Officers of the Board

Modified (a) through (d) to keep language clear and understandable; deleted (e) since this is stated in WAC 47.26.140.

Article III – Meeting Locations and Notices

Revised the language to reflect current practices.

Article IV – Business of the Board

Changed this section to include items that had to do with the “business of the board” i.e., voting practices, quorum, attendance, and minutes. This language was moved from other sections in the bylaws (Article X and Article XI) and revised to read in a clear and understandable language.

Article V – Expenses of Board Members

Moved from Article IX and is the same language with only wordsmith revisions.

Article VI – Board Committees

Moved from Article XII and revised to reflect current practice; the RJT Committee language has been deleted due to the passage of SB 5028, transferring the RJT process from TIB to the WSTC.

Article VII – Ethics and the Appearance of Fairness

This is a new section.

Article VIII – Change or Repeal of Bylaws

Board policies are now in WACs. These revisions reflect current practice.

Article IX – Certification of Document

No changes.

NOTE: Article VII on the marked up copy – Instruments – was deleted completely as this language is in WAC 479-01-060, Powers and Duties of the Executive Director.

Transportation Improvement Board Bylaws

ARTICLE I

PURPOSE AND MEMBERSHIP DUTIES

~~The purpose and duties of the Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 are to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.~~

Membership and appointments to Board shall be carried out as directed in RCW 47.26.121.

~~adopt rules necessary to implement the provisions of Chapters 47.66 and 47.26 relating to the allocation of funds and to adopt reasonably uniform design standards for city and county arterials; shall be conducted in accordance with the provisions of RCW 47.26, as now or hereafter amended, and shall perform the duties and functions as therein prescribed~~

ARTICLE II

OFFICERS OF THE BOARD

Section 1 Officers of the Transportation Improvement Board

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members; ~~and shall be an elected official~~;
- (d) In the absence of both the chairperson and vice chairperson, an ~~acting vice chairperson~~, elected official shall be appointed by a majority of the voting members of the Board present at that meeting ~~shall and to~~ preside at that meeting of the Board as acting vice chairperson;
- (e) ~~The Board shall appoint an Executive Director who shall serve at the Board's pleasure.~~

ARTICLE III

MEETINGS LOCATIONS AND NOTICES

Section 1 Time and Place of Meetings

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020, beginning on the fourth Friday of every month or the third Friday if that Friday is a holiday. Each such regular meeting shall be held at the offices of the Board in Olympia, Washington, and begin at the hour of 9:00 a.m., or at such other time and place as designated by the Board. ~~By December, the Board shall adopt a calendar showing the time, date and location of board meetings for the following year.~~

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020, ~~by delivering personally or by mail written notice to all other members of the Board at least twenty-four hours before the time of such meeting as specified in the notice. The notice calling a special meeting shall state the purpose for which the meeting is called and the date, hour, and place of such meeting and all provisions of Chapter 42.30 RCW shall apply.~~

Section 2 Notice to Members of Meetings

Notice of all regular meetings, ~~shall be given by the Executive Director in writing sent by mail or e-mail to each Board member by posting in the U.S. mail a notice thereof addressed to the member at their business or residence address furnished to the Board. Such The~~ notice shall be posted at least ten **(10) days** prior to the meeting. Members present at any meeting shall be deemed to have waived notice as of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be ~~provided by the Executive Director and mailed to all Board members prior to the meeting.~~

Section 3 General Notice of Meeting and Agenda Items

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

Section 4 ~~Business of the Board~~ARTICLE IV

BUSINESS OF THE BOARD

Section 1 Voting Practices

(a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Except as

otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.

- (b) ~~A Board members shall refrain from expressing official statements and shall abstain from voting on a dealing with projects before the Board directly related to- within that Board member's jurisdiction and shall abstain from making official comments about the project. It shall be required that Board members designate a A representative from their jurisdiction, other than the Board member, shall to be the official spokesperson when presenting project information to the Board. The Chairperson may request the Board member to answer questions from the Board with respect to a project testify on any issue before the Board directly dealing within that member's own jurisdiction.~~

Section 2 Quorum

ARTICLE IV

QUORUM

The presence of a majority of the current Board membership shall constitute a quorum for the transaction of the business of the board.

It shall require a majority of those members in attendance to carry any motion and/or resolution unless otherwise set forth in these rules.

ARTICLE V

MINUTES

Section 3 Attendance

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The TIB Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the Board TIB Chairperson shall send a written notice to the member, requiring notify the member by letter requesting that member's immediate resignation and shall send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's and/or nominating organization together with a request for a new member..

Section 4 Minutes

All actions and pertinent discussions of the Board shall be by motion and/or resolution recorded in writing a book or books kept for such purpose, maintained and kept at the office of the Board. These minutes and shall be open to the public for inspection at all reasonable times.

ARTICLE V

EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided- allowed by law for attendance and participation in the following activities related to performance of their official duties as a TIBBoard member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary TIBBoard consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the TIB-Board.
- (e) Any other BoardTIB activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

ARTICLE VI

BOARD COMMITTEES

Section 1 — Committee Appointments

The Board, by a motion or resolution adopted by a majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board-resolution motion.

The Chairperson of the Board may appoint ad hoc committees that act ~~only~~ in an limited advisory capacity to the Board.

The designation and appointment of committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

Section 2 — Route Jurisdiction Transfer Committee

Upon receipt of a Route Jurisdiction Transfer request, the Chair may appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. The committee will be appointed in accordance with WAC 479-210-350.

ARTICLE VII

ETHICS AND THE APPEARANCE OF FAIRNESS

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the *appearance* of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. The following Activities that may be considered violations of ~~state~~ ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

ARTICLE VIII

CHANGE OR REPEAL OF INTERNAL RULESBYLAWS

Amendments, alterations, changes, additions to or repeal of these ~~bylaws and board policies~~ rules governing internal management of the Board, not affecting regular procedures available to the public, and not in conflict with state law, may ~~will~~ be made by motion resolution of the Board and will require approval by a majority of Board members to carry the motion. pursuant to other applicable sections of these rules.

ARTICLE VII

INSTRUMENTS

All instruments, including vouchers for payment from the TIB-administered funds established in the Motor Vehicle Fund, shall be submitted to the Executive Director of the Board for approval and shall be signed by the Executive Director in the name of the Board; PROVIDED, vouchers for payment may be signed by the designated agent of the Executive Director if proper procedure has been followed and payment is due.

The Executive Director shall report to the Board at each regular meeting regarding all instruments, including vouchers for payment, approved during the period after the preceding regular meeting.

ARTICLE VIII IX

CERTIFICATION OF DOCUMENT

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

ARTICLE IX

EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided by law for attendance and participation in the following activities related to performance of their official duties:

- (a) — All officially called regular and special meetings of the Board.
- (b) — Necessary consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.
- (c) — Dedication ceremonies for transportation projects.
- (d) — Attendance at regional or area community and transportation conferences or meetings within the state.
- (e) — Meetings and hearings of committees of the State Legislature as they relate to transportation.

Such reimbursement shall be considered to be approved automatically by the Board: PROVIDED that questions of the Executive Director concerning definitions of allowable expenses as set forth above shall be referred to the Board for consideration.

With respect to any other activity requiring the attention, attendance or participation of the members or any member of the Board in the performance of their official duties, said member may receive reimbursement for expenses and mileage to the extent of the maximum provided by law with the prior recommendation of the Executive Director and prior approval of the Chair.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual and TIB's Travel Policy (POL 407-110) for state employees.

ARTICLE X

CONDUCT OF MEMBERS AT BOARD MEETINGS

Board members shall refrain from expressing official statements dealing with projects before the Board directly related to their jurisdiction. It shall be required that Board members designate a representative from their jurisdiction to be the official spokesperson when presenting information to the Board. The Chairperson may request a member to testify on any issue before the Board directly dealing with that member's own jurisdiction.

ARTICLE XI

BOARD MEETING ATTENDANCE

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (d) The TIB Chair shall call the member to determine if the member desires to continue to serve on the Board; and
- (e) If the member continues to be absent, the TIB Chair shall notify the member by letter and send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's nominating organization.

ARTICLE XII

BOARD COMMITTEES

Section 1 — Committees of the Board

The Board, by resolution adopted by a majority of its members, may designate and appoint one or more standing or temporary committees that may exercise the authority of the Board. The Chair of the Board may appoint committees that act only in an advisory capacity to the Board. The designation and appointment of committees and the delegation thereto of authority shall not operate to relieve the Board or any individual Chair of any responsibility imposed upon it, him or her by law.

Section 2 — Executive Committee

The Executive Committee shall be composed of the Chair, Vice Chair, and two additional members appointed by the Chair. The Executive Committee shall have only those powers granted to it herein or by resolution of the Board for whatever purpose and period of time specified. The Executive Committee shall:

- (a) Lead the development of the Board's strategic plan.

- (b) Propose, review, or recommend passage, modification, or other action relating to Board policies prior to submission of the proposed amendment to the full Board.
- (c) Prepare a recommended legislative agenda for consideration of the full Board prior to each legislative session.
- (d) Monitor the events of each legislative session and shall be empowered to adopt Board policy relating to legislation during the session.

Section 3 — Route Jurisdiction Transfer Committee

Upon receipt of a Route Jurisdiction Transfer request the Chair shall appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. No member of the Board who is an officer, agent, employee, or member of an entity with actual or potential jurisdiction over the subject route may participate on this committee.

Revisions

1. *Changes to Article XII adopted May 25, 2001*
2. *Changes to Article XII adopted July 26, 2002 – Elimination of the Increase, Sidewalk, and Legislative Committees*
3. *Changes to Article IX adopted November 26, 2004 – Added last paragraph treating Board members as state employees for travel reimbursement.*
4. *Changes to entire Bylaws to reflect accurate practices and to communicate in a more clear and concise manner.*

Transportation Improvement Board Bylaws

ARTICLE I

PURPOSE AND MEMBERSHIP

The Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.

Membership and appointments to Board shall be carried out as directed in RCW 47.26.121.

ARTICLE II

OFFICERS OF THE BOARD

Section 1 Officers of the Transportation Improvement Board

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members;
- (d) In the absence of both the chairperson and vice chairperson, an elected official shall be appointed by a majority of the voting members of the Board present at that meeting to preside at that meeting of the Board as acting vice chairperson.

ARTICLE III

MEETING LOCATIONS AND NOTICES

Section 1 Time and Place of Meetings

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020.

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020.

Section 2 **Notice to Members of Meetings**

Notice of all regular meetings shall be sent by mail or e-mail to each Board member. The notice shall be posted at least ten **(10) days** prior to the meeting. Members present at any meeting shall be deemed to have notice of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be mailed to all Board members.

Section 3 **General Notice of Meeting and Agenda Items**

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

ARTICLE IV

BUSINESS OF THE BOARD

Section 1 **Voting Practices**

- (a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Except as otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.
- (b) A Board member shall abstain from voting on a project within that Board member's jurisdiction and shall abstain from making official comments about the project. A representative from the jurisdiction, other than the Board member, shall be the official spokesperson when presenting project information to the Board. The Chairperson may request the Board member to answer questions from the Board with respect to a project within that member's own jurisdiction.

Section 2 **Quorum**

The presence of a majority of the current Board membership shall constitute a quorum for the transaction of the business of the board.

It shall require a majority of those members in attendance to carry any motion and/or resolution unless otherwise set forth in these rules.

Section 3 **Attendance**

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the Board Chairperson shall send a written notice to the member, requiring that member's immediate resignation and shall send a copy to that member's appointing official and/or nominating organization together with a request for a new member.

Section 4 Minutes

All actions and pertinent discussions of the Board shall be recorded in writing and kept at the office of the Board. These minutes shall be open to the public for inspection at all reasonable times.

ARTICLE V

EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent allowed by law for attendance and participation in the following activities related to performance of their official duties as a Board member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary Board consultations with county, city, transit, port, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the Board.
- (e) Any other Board activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

ARTICLE VI

BOARD COMMITTEES

The Board, by a motion adopted by a majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board in the motion.

The Chairperson of the Board may appoint ad hoc committees that act in a limited advisory capacity to the Board.

The designation and appointment of ad hoc committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

ARTICLE VII

ETHICS AND THE APPEARANCE OF FAIRNESS

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the *appearance* of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. Activities that may be considered violations of ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

ARTICLE VIII

CHANGE OR REPEAL OF BYLAWS

Amendments, alterations, changes, additions to or repeal of these bylaws will be made by motion of the Board and will require approval by a majority of Board members to carry the motion.

ARTICLE IX

CERTIFICATION OF DOCUMENT

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

Revisions

1. *Changes to Article XII adopted May 25, 2001*
2. *Changes to Article XII adopted July 26, 2002 – Elimination of the Increase, Sidewalk, and Legislative Committees*
3. *Changes to Article IX adopted November 26, 2004 – Added last paragraph treating Board members as state employees for travel reimbursement.*
4. *Changes to entire Bylaws to reflect accurate practices and to communicate in a more clear and concise manner.*



State of Washington
Transportation Improvement Board

ELECTION OF CHAIR AND VICE CHAIR
Two Year Term: July 2009 – June 2011

June 26, 2009

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board. One is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

Federal Way Councilmember Jeanne Burbidge is completing a two-year term as Chair. Whitman County Commissioner Greg Partch is completing a two-year term as Vice Chair.

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Jeanne Burbidge, Federal Way: Term runs through June 2010; eligible for reappointment
- Jim Irish, La Center: Term runs through June 2012; eligible for reappointment
- Vacant

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Sam Crawford, Whatcom County: Term runs through June 2012; eligible for reappointment
- Greg Partch, Whitman County: Term runs through June 2010; eligible for reappointment
- Mike Wilson, Grays Harbor County: Term runs through June 2012; eligible for reappointment

BOARD ACTION

Friday, June 26 Board Meeting:

- Nominations and election of Chair (county)
- Nominations and election of Vice Chair (city)



TIB 2010 Proposed Meeting Schedule

June 26, 2009

OPTION 1: (5 Meetings)

DATE	CITY
January 21-22	Olympia
March 25-26	Wenatchee
June 24-25	Port Angeles
September 23-24	Walla Walla
November 18-19*	Seattle

* Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.

OPTION 2: (4 Meetings)

DATE	CITY
February 4-5	Olympia
May 6-7	Port Angeles
September 9-10	Walla Walla
December 2-3	Seattle